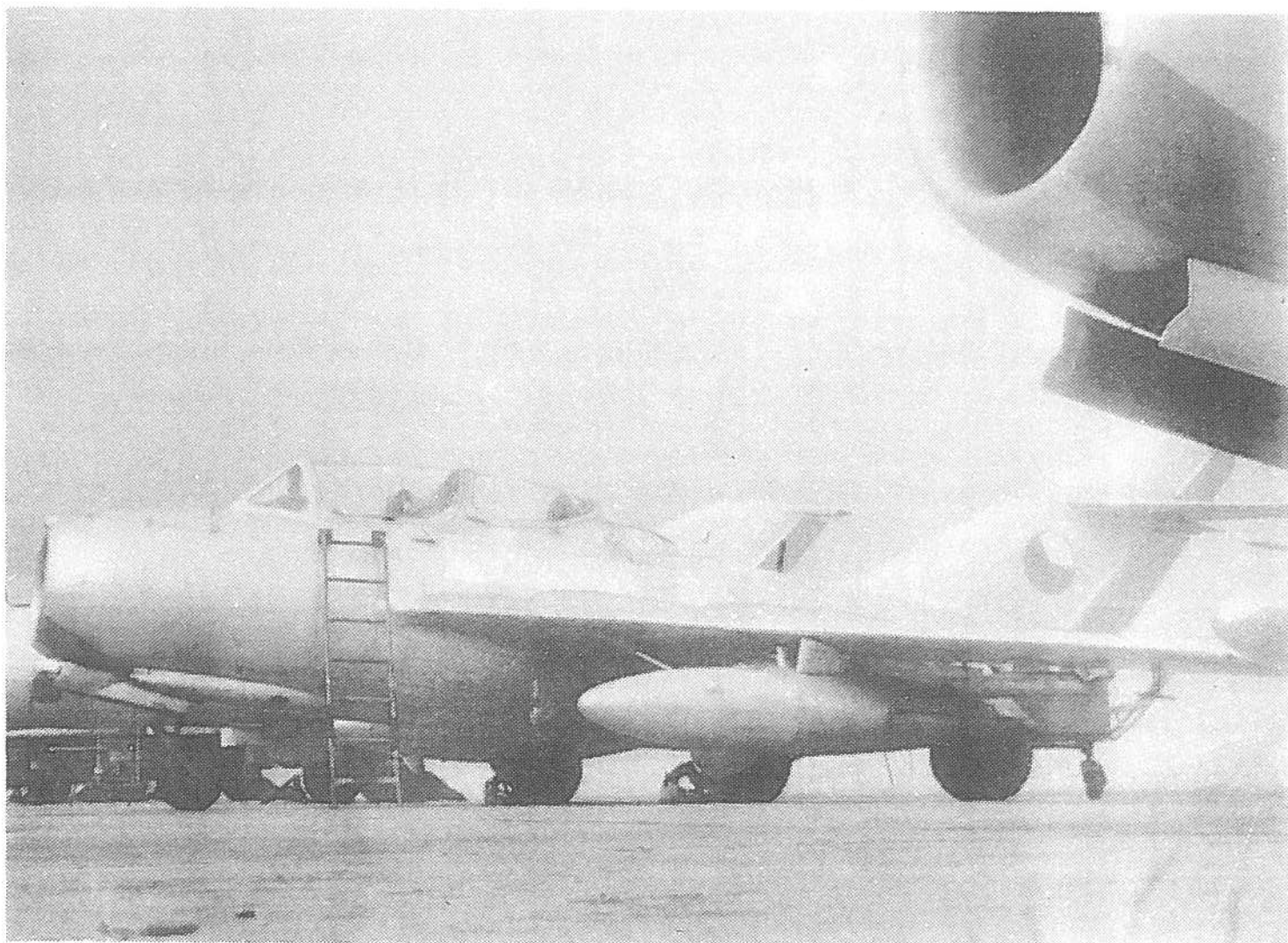


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January 1985

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the a/c of the smaller countries". In support of this goal, the SAFO will publish articles on all aspects of aviation, both military and civil, from all periods of time and for all the smaller countries. (1) All manuscripts submitted by members will be published in the next available issue of the SAFO. And, (2) members are encouraged to sponsor subscriptions for organizations, libraries, individuals (especially those in countries where US funds are difficult to obtain).

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BACK ISSUES: New subscriptions begin with all issues of the volume current at the time payment is received. If you desire otherwise, please specify issues desired. Back issues, when available, are \$1.50 each plus postage. Issues 1-12 & 17-22 are out of print, although Xerox copies are available at cost. For a list of back issues and their costs, send 2 1st class stamps (or 2 IRCs) to the editorial office.

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COVER COMMENTS: On page 24 of this issue, as part of his article on the MiG-15UTI, Bill Devins includes a drawing of '2514' in Czechoslovakian markings. The SAFCH files contain 4 photos of this particular aircraft and one of these is our cover subject. Taken at a time different from that represented in the drawing, the unit badge is missing. Of interest to the modeler are the crew access ladder, the open canopy latch, and the prominent fasteners on the nose bay. The starter cart(?) would make a nice addition to display the model. The number on the wing tank is '3659' and the number '722607' is carried on the nose-wheel door, gun blister, nose-bay hatch, twice behind the cockpit, and on the removable panel behind the cockpit. One peculiar thing is that while the photos appear to have been taken at the same time, the aircraft number is stenciled on the port side and unbroken on the starboard side. (Photo: Zdenek Cizinsky)

EDITORIAL: It has been a long time since there has been room on the editorial page for any comments. I know you would rather read about the small air forces than about the SAFCH, but there are things we should talk about.

There has been some concern about the late arrival of the last few issues. Because of extra duties at work during the Spring and Summer, the July 1984 issue was delayed until October. After that issues have come out every 3 months (the October issue in January and now the January issue in April), but I have not been able to make up for the lost time. I am going to try to get back on schedule by cutting a few weeks from the delay each issue, but watch the date on the editorial to see when an issue is actually published.

I still haven't figured out how to cope with the correspondence load. The pile of unanswered letters is now several inches high and getting higher. Until I can get a handle on this problem, all I can suggest is that if you want a quick reply, include a SASE or an IRC; these I answer immediately.

While I have a great many small articles on hand, a potential problem is developing because of the lack of major articles. It is nice to have a feature article in each issue. If you are working on, or contemplating, a major article for the SAFO, please consider getting it to me in the near future. If possible, include a photo for the cover. (14 April 1985)

BOOK BARGAINS

For the last few years there has not been many bargains on aviation books listed by the Publishers Central Bureau. I think they were wasting all their time on those foolish "You may already have won \$150,000" promotions. Now all at once there are some interesting titles. While none relate directly to the small air force, they are inexpensive.

First and foremost is Bill Green's monumental, 1942-page "Warplanes of the Third Reich". Published at \$25.00 (more like \$60.00 at today's prices) it is available for \$14.98.

Also looking good, but I haven't seen the books are: "Jane's Encyclopedia of Aviation", 5 volume set, 1078 pages, published at \$135.00; \$19.95. "Great Book of World War II Airplanes", 12 of Watanabe's profiles in one 632-page volume; published separately at \$191.40; \$39.95.

"The Defense of the Reich", Held & Novrth, published at \$19.95; \$7.98. "Curtiss: The Hammondsport Era 1907-1915", Casey, published at \$19.95; \$4.98. "History of Dive Bombing", Smith, published at \$17.95; \$3.98. "Aircraft Carrier" Preston, published at \$17.95; \$3.98.

None of the above, except for the book by Green, should be considered as an endorsement. Send orders to Publishers Central Bureau, One Champion Ave., PO Box 20280, Newark, NJ 07101. Add \$2.60 for shipping and handling.

AUSTRALIA

APMA (Australian Plastic Modeller's Association, PO Box 51, Strathfield, N.S.W. 2135; 4 issues airmail \$18.00 Australian currency)

3/84 (28 pages) Modelling the CAC Boomerang" 11 pages including two photos; 1/48-scale five-view drawing; 6 side-view drawings of CA-12, 13, & 19; 3-view drawings of CA-14 and CA-14A; reworking the Airfix kit in 1/72 scale; and converting the Monogram T-6 in 1/48 scale. "Aussie Beauforts" 2 pages including 4 side-view drawings. "Laminations - The Simple Alternative to Moulding" 2 page how-to article. "Cessnas in Drab" 4 pages including scale 5-view drawing of Cessna 180D and details for converting the Airfix 1/72-scale O-1 Bird Dog.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien)

4/84 (32 pages) "Constellations" 27 pages including 12 photos, 6 pages of drawings, 2 maps, and individual histories of the four Lockheed Constellations that carried Austrian registrations.

PANORAMA (IPMS/AUSTRIA, Nordmanngasse 11-13/4/6, A-1210 Wien)

1/1 (sic) (36 pages) "Die Jets des Artem Iwanowitsch Mikojan: Teil 4 - MiG-17 (II)" 11 pages including 21 side-view drawings, drawings detailing the differences between the -17F and -17PF, and 3-view drawings of the decidedly different LiM-5M Polish ground-attack version. "MiG-21MF" 3 pages including a page of detail drawings and 8 photos (4 of Finnish aircraft).

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-2100 Deurne; 4 issues for 450 Belgian francs)

3/84 (30 pages) "Belgian Mirages" 22 pages including one color photos, 6 b&w photos, 6 pages of 1/72-scale drawings (3 aircraft), 6 fold-out pages of 1/48-scale drawings (same 3 aircraft), 4 pages of detail drawings (ejection seats, cockpit interior, etc.).

BRAZIL

EM ESCALA (IPMS-BRAZIL, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ)

? (20 pages) "Brazil T-37" 4 pages including a 2-page 4-view drawing and two pages of detail drawings. "Paraguay C-47" 2 pages including 3-view drawing.

3-4/84 (40 pages) "1º Grupo de Caca Brasileiro" 3 pages including history, side-view drawings of one P-40N and two P-47D, and one photo of P-47D. "Alberto Santos-Dumont" 5 pages including a 2-page 1/50-scale 4-view drawings of 14bis.

CANADA

HIGH FLIGHT (Box 393, Stittsville, Ontario K0A 3G0; 6 issues for CAN \$15)

3/4 (24 pages) "Chronology 1934" 3 pages with 6 photos (Audax, Atlas, & Siskin). "Clunks to the Congo - Part 2" 5 pages with 7 photos of Belgian CF-100s. "Dieppe Summer: The Story of 1/401 Squadron, Part VII" 7 pages with 10 photos. "Per Ardua ad Sol" 3 pages with 4 photos (Avro 504N). "Airman's Album 16" 4 pages with 11 photos (Lysander, Defiant, Tomahawk, Mustang).

RANDOM THOUGHTS (IPMS CANADA, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for \$12.00 in US, \$13.00 others)

5/16 (24 pages) "Modelling an Air Canada Collection" 4 pages including 7 photos. "Contrail Bristol Bombay" 2 page how-to article. "CF-104 Stores" 2 pages with 4 photos of bombs, napalm tank, & bomblet dispenser. "Tips" one page description on how to get scale over spray in 1/72 scale.

CZECHOSLOVAKIA

LETETVI + KOSMONAUTIKA (Available by trade from SAFCH members in Czechoslovakia.)

1/85 (44 Pages) "Some Remarks to the So-Called Series of Avia B-534 Aircraft - Part 1" 3 pages including 9 photos and 3 side-view scale drawings. "Morane-Saulnier MS-450" one page with 2 photos and 3-view scale drawing. "Sikorski Ruski Vitaz" 3 pages including 7 photos and full page scale 3-view drawing. "IAR-99 Soim" half page with one photo and small 3-view drawing. "Grigorovice I-2" half page with 2 photos and small 3-view drawing. Photo: Aero Ae-01 (full-page color).

2/85 (44 pages) "B-435 - Part 2" 3 pages with 6 photos, 3 scale side-view drawings, full-page color 4-view drawing of 'OK-PAT'. "Yakovlev Jak-25 - Part 1" 3 pages with 6 photos, full-page scale 3-view drawing of Yak-25, and small 3-view drawing of the I-320R. "Hindustan HTT-34" half page with one photo and small 3-view drawing. "La-200" half page with 2 photos and small 3-view drawings of La-200 & La-200B. Photos: 2 photos of Czech L-39ZA.

3/85 (44 pages) "Great South-Atlantic Flights" 2 pages including photos of Portuguese Fairey IID, Spanish Wal 'Plus Ultra', Italian S-M S-55, & Dornier Wal 'Uruguay'. "PZL P-37 Los" 3 pages with 4 photos, scale drawing, and 4 color side-view drawings. "Avia B-135" one page with 2 photos (Burgaria) and scale 3-view drawing. "Jak-25 - Part 2" 3 pages including 7 photos, scale scale drawing of Yak-27R, and scale 3-view drawing of Yak-25RV. "Avtek Model 400" half page with one photo and 3-view drawing. "Letov S-13" half page with 2 photos and 3-view drawing. "Indonesian Nu-200/225" half page with 2 photos and 3-view drawing. Photos: Czech Mi-1 and Mi-4.

DENMARK

NYT (IPMS DENMARK, c/o Kai Willadsen, Kastellet 54/322, 2100 Kobenhavn 0 (01) 12 94 51. 4 issue for 70 Dkr surface, 80 Dkr airmail)

#26 (30 pages) "R-5" one-page 1/72-scale drawing of Soviet Reconnaissance biplane. "SA-2" 3-pages 1/70-scale drawings of SA-2 AA missile with ZIL-151 tractor.

ENGLAND

MAGAZINE (IPMS ENGLAND, Flat 4, 18 Delancey St., London NW1 7NH; 6 issues for US \$20.00 + \$1.00 joining fee)

4/84 (12 pages) "An Aquatic Harvard" one page with scale drawings and 2 photos of model of T-6 on floats in the markings of the South Korean Navy. "Danish F-100 - A Challenging Paint Scheme" one including photo and how-to information.

5/84 (12 pages) "Armee de l'Air Colour Schemes in the Battle of France" 2 pages including 8 photos of models and color information for Curtiss H-75A Hawk, Bloch MB-152, Morane MS-406, Dewotone D-520, & Caudron CR-714. Included is a 1/72-scale free white-metal ejection seat for the OV-10 Bronco compliments of Chota Sahib.

6/84 (22 pages) Nothing of small-air-forces interest.

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire. USA/Canada: J.J. Daileda, 4314 West 238th St., Torrance, CA 90505.)

4/84 (24 pages) "Everest Conquered by Air" 3 pages including history of flights and modeling the Novo Westland Wallace. "Conversion of the PZL P11c to a PZL 7A" 5 pages including 3 photos, two 3-view drawings, and construction drawings. "AS-3 Kangaroo Missile" one page of drawings of Soviet Bear-borne missile.

SPECIAL NOTICE

Kai Willadsen of Denmark has a friend who would like to receive the SAFO in exchange for a subscription to IPMS-DENMARK's NYT. This subscription is available to the first person who sends \$7.00 to the SAFO editorial office.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS FRANCE, 3 rue de l'Amiral Roussin 75015 Paris; 4 issues 60FF surface, 80FF air; back issues 12FF; "La Lettre de l'IPMS" 25FF.)

#18 (44 pages) "Le Lockheed 749 Constellation" 8 pages including 14 photos of French aircraft and details.

"Dans le Ciel de la Vallée du Rhone en 1944" 4 pages including 7 photos of French Thunderbolts and Lightning. "L'Epouvante au 1/72e d'après Jules Verne" 3 pages with scale drawings for modeling an aircraft from one of the smallest air forces.

#20 (44 pages) "La Gazelle EDF" 5 pages including 9 photos (one in color). "Du Catalina au Fircat, Le Water-Bombing a la Francaise" 7 pages including 13 photos of fire-fighting aircraft in France. "Un Curtiss P-40 du GC 11/5 La Fayette - Le Tempest de Pierre Clostermann" 3 page modeling article. "le MIG-19" 3 pages including 13 photos of details of the aircraft in the Prague museum.

GERMANY

MITTEILUNGEN (IPMS GERMANY, Oertzenweg 12b, 1000 Berlin 37; DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia)

10-11/84 (10 pages) Nothing of small air forces interest.

12/84 (30 pages) Nothing of small air forces interest.

1-85 (30 pages) "Heinkel-Flugzeugtypen Heinkel HE 60" 4 pages including 5 photos and a full-page 3-view scale drawing of the He 60C floatplane.

2-85 (30 pages) "Die Douglas C-117 der U.S. Navy als Modell im Masstab 1:72" 6 pages conversion article with 3 pages of 1/72-scale drawings. "Dornier Typenblatt: Flugboot RS IIb, RS III und RS IV" 4 pages including 8 photos and three-view scale drawings of the RS III and RS IV.

ITALY

IL NOTIZIARIO (IPMS ITALY, CP 182, 41100 Modena Ferrovia)

Nothing received since 1/84.

JP-4 (CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere)

10/84 (88 pages) Photos: Belgian Magister 'MT35', Spanish CL-215 '432019', Maylasian A-4PTM, & Peruvian F-27MPA '560' (color). "100 di Questo Giorni 'Immelman'" 4 color photos: German RF-4E '35+75' UH-1D '71+75', Hansa Jet ECM, & Canadian T-33 '542'.

11/84 (88 pages) Photos: Greece C-130H, Burma PC-6 Turbo Porter (color), & Mali An-24 with new roundels (color). "Il Volo del Kamikazi" 3 pages including 6 photos of the J-BAAI at the Rome airport. "Le Operazioni Belliche della 3 Escuadrilla" 3 pages including 3 color and 2 black & white photos of Argentine navy Skyhawks. "Cuccioli & Cuccuoloni" 5 pages on modeling the Piper Cub including color side-view drawing of L-21B 'I-EIT' in Esercito Italiano markings and a page of detail drawings.

12/84 (88 pages) Photos: Senegal B.727 '6V-AEF', Columbia B.707 'FAC 1201', Gabon DC-8 (color), RAAF F-18 (color) & P-3C, Argentina IA-58C (color), and Danish KZ IIT '109/OY-FAT' (color). "Hawk da Trainer a Caccia" 9 pages including 3-view drawings, cutaway drawing, and 6 photos [Zimbabwe (color)]. "Un Episonio inedito della Guerra di Spagna: Giornata nera per i Natchas" 5 pages including a map and 5 photos of Spanish Polikarpov R-2.

AEROFAN (Glogio Apostolo, via Ampere 49, 20131 Milano, ITALY; 4 issues for US \$16.00; each issue contains a 2 page summary and photo captions in English)

3-84 (40 pages) "Gli Idrocorsa dei Primi" 24 pages about the Italian seaplane racers, including 4 color photos (Fiat C.29 & Macchi MC.72), 36 black & white photos (S.12, S.13, M.12, M.19, M.7bis, S.17, S.22, M.17,

S.19, S.21, S.50, S.51, DGA.3, M.33, M.39, M.52, S.65, PC.7, C.29, M.67, & MC.72), and numerous side-view drawings in 1/48 and 1/72 scale (M.33, M.39, M.52, C.29, & M.67), and 1/72-scale 3-view drawings of the MC.79.

"Gremlin HQ: un S.79 Inglese" 6 pages including 8 photos of captured aircraft in service with 145 Squadron in North Africa as told by the pilot. "Una Nota sui Vampite Italiani" 3 pages including 10 photos of Italian Vampires.

MALTA

MODELAID INTERNATIONAL (206 Old Bakery St., Valletta, Malta; 7 issues per year \$27.50 airmail)

Special 84 (40 pages) "Italy's Little Sabre" 9 pages including 3 color photos (G.91R-PAN, West German G.91R/3 '31+75', & Portuguese G.91R '5441' in green and brown camouflage), 8 b&w photos (Italian & German aircraft), 2 pages of 14 side-view drawings (including 3 Portuguese '5440', '5454', & ?; 4 West German; one Greek; 4 Italian; & 2 US Army), and 2 pages of detailed scale drawings (G.91PAN, G.91R/1, G.91R/3, G.91R/1B, G.91T/1, & G.91T/3). "Aerobatic Teams of the Sixties" 4 color side-view drawings of Cavallino Rampante Sabre, Blue Impulse F-86F, Red Knights T-33, Sky Blazers F-100C. "Heinemann's Hot Rod" 7 pages including 3 color photos (one RAN '871') 5 b&w photos, 10 side-view drawings (Israel '721', Singapore '606' & '651', RAN '876', & RNZAF '254'), and 2 pages of scale drawings (A-4B, A-4C, A-4E, TA-4S, TA-4F, & A-4M). "In Bristol Fashion" 6 pages including 7 photos and one page of scale drawings of Bulldog IIA. "Interwar Aerobatic Teams" 5 color side-view drawings including Fiat CR.20. "The BAE Hawk" 6 pages including 3 color photos (Finnish 'HW-332'), 5 b&w photos (Indonesia 'LL-5320' & 'LL-5329' and Dubai '502' & '503'), 6 side-view drawings (Indonesia 'LL-5319', Dubai '508', & Zimbabwe '602'), and one page of scale drawings. "Pitts Special" 3 pages including 6 photos and scale drawings.

#5 (32 pages) "Camouflage & Markings 5 - Italian Air Forces 1935-1945" 4 pages including 7 photos and camouflage instructions. "Douglas Skyray" 6 pages including 4 photos, 3 color side-view drawings, 6 b&w side-view drawings, and one page of scale drawings. "Air War in the Med - Reconnaissance from Malta June 1940 - July 1943" 3 pages including 3 photos (Marylands and Baltimores) and one color side-view drawing of Baltimore 'FA353'. "The 109 Genesis" 5 pages including 3 color side-view drawings (Spain '6051'), 6 b&w side-view drawings (Spain '6056', '6015', & '73079' and Swiss 'J-310'), one page of scale drawings, and 2 1/48-scale cockpit interiors. "Jump Jet" 7 pages including 3 photos, 11 side-view drawings (Spanish '50008'), one page of scale drawings of Sea Harrier, and 2 1/48-scale cockpit interiors.

#7 (32 pages) "Camouflage & Marking - 6: Italian Air Forces 1935-1945" 2 pages covering the years 1942-43 with 4 photos. "Northern Lance" 8 pages on the SAAB-32 Lansen including 3 photos of aircraft, 7 photos of cockpit interior, 4 b&w side-view drawings, 3 color side-view drawings, 2 pages of scale drawings, and 2 sets of cockpit interiors to be cut out and put into your Heller kit of the Lansen. "Air War in the Med. - Beaufighters NS Beauforts Strike from Malta (May 1941 - Sept 1943) Part 1" 3 pages including 3 photos and one color side-view drawing. "Grumman's Big Cat" 7 pages on the Hellcat including 3 photos, 10 b&w side-view drawings, 3 color side-view drawings (Uruguay & France), one page of scale drawings, and 2 sets of cockpit interiors to put in your 1/72 scale model of the Hellcat. "The Brisfit" 4 pages including 2 photos, 7 side-view drawings, and 2 pages of 1/48-scale drawings. (I can not praise the scale drawings in the magazine too highly. Specially prepared for MODELAID by Richard J. Caruana, they are probably the best scale drawings currently being published.)

(Continued on page 40)

MIG MIDGET

The MiG-15UTI in Foreign Service

The MiG-15UTI is a first generation jet that has served the USSR, her satellites, and a variety of export customers for over 30 years. First flown in 1949, the MiG-15UTI is a typical Soviet trainer adaptation of a basic airframe, without any major structural changes. A raised seat was added behind the first, and both were enclosed in a redesigned canopy. Featuring the same overall dimensions as the standard MiG-15 fighter, the MiG-15UTI (reporting name "Midget") is powered by the same Klimov RD-45F (boosted Rolls-Royce Nene) engine, but carries only a single NS-23 cannon or 12.7 mm UBK-E machine gun, offset to port. The fuel tankage lost to the instructor's seat can be made up by using underwing tanks of 250, 300, or 400 liters.

Most Midgets carry the IFF post-antenna aft of the cockpit, with the radio-altimeter dipoles below the port wingtip and the starboard wing root, ahead of the wheel well, rather than on the intake splitter as on early MiG-15's. While the MiG-15UTI incorporates these features of the late model MiG-15bis, it still retains the smaller airbrakes of the early -15's.

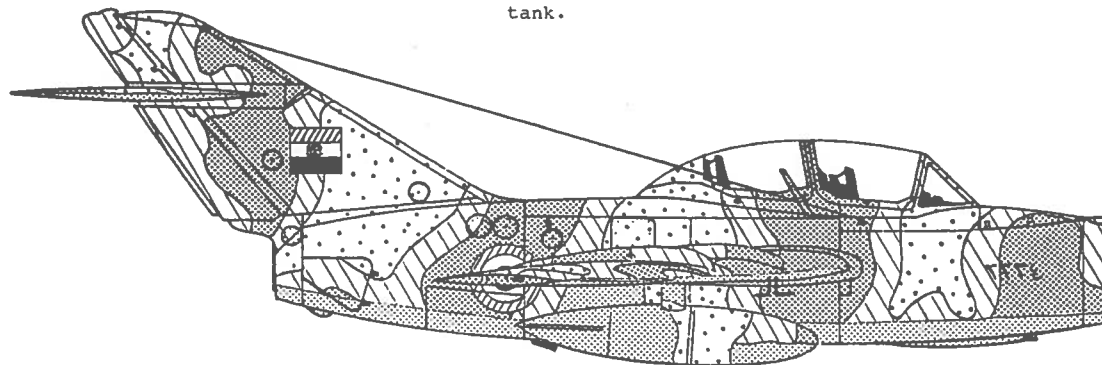
The MiG-15UTI was built in Czechoslovakia as the CS 102, the People's Republic of China as the FT-2, and Poland as the SBLim-1. Some of the Polish machines were fitted with the entire rear fuselage, tail, and engine of retired late-model Lim-2's (MiG-15bis) to become SBLim-2's. The Chinese FT-2 was exported to Pakistan and North Vietnam.

The Midget is offered in 1/72 scale kit form by the Czech KP firm, and it is typical of their products. It has fine raised surface detail, somewhat "lumpy" detail parts, and a nice interior. The "bite marks" on the in-board wing fences don't appear in any photos I have seen. Fill these notches in with a bit of 20 thou sheet and sand smooth.

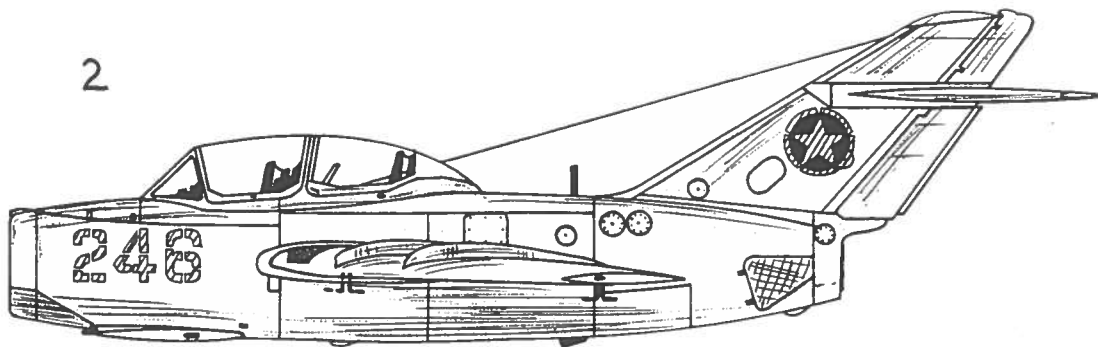
Big problems can arise if you cement the fuselage halves together too soon. The nose intake and canopy seem too large, but actually the fuselage is too narrow, like a vacuform kit which has been sanded too energetically. Add a shim of 20 thou sheet plastic to the upper and lower forward fuselage at the joint, tapering it to a wedge just aft of the rear canopy fairing. This simple modification allows both the nose and canopy to fit properly, with a minimum loss of surface detail. The frosty canopy can be cleaned up by polishing its inside with #600 wet-n-dry paper followed by toothpaste and a coat of Future Floor Finish inside and out. The fin needs to be raked back more at both the leading and trailing edges. Sand back the upper leading edge and lower trailing edge after the fuselage halves have been cemented together. Add a new rudder trim tab from thin sheet plastic. (If you have a KP MiG-15 kit, copy from it - its fin shape is correct!)

The kit decals offer three alternative, a camouflaged Polish machine and natural-metal Czech and North Vietnamese examples. The Midget has served with many other air forces, and some of these schemes are illustrated. Most are based on natural metal, but the camouflaged examples are very attractive, particularly the Iraqi scheme which I chose for my model.

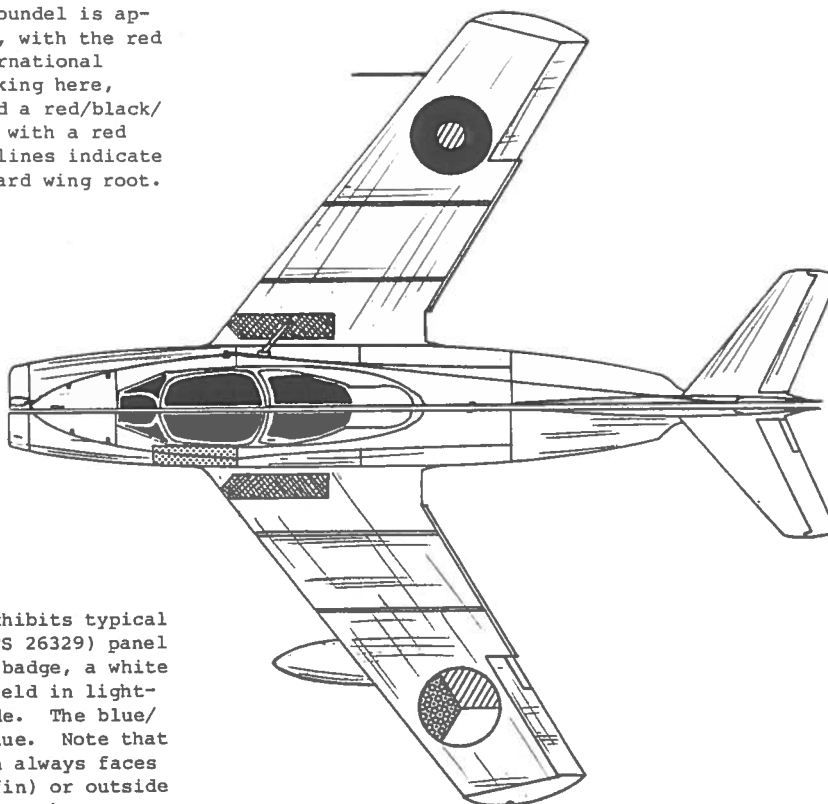
(1) Egypt: The MiG-15UTI has served with the EAF since 1955. This example is in an attractive, but slightly weatherbeaten, camouflage of dark blue-grey (FS 36118) and sand (FS 33564), separated by broad green (FS 34272) bands. Red/white/black roundels are carried in six positions, with the flag adapted by the United Arab Republic flown on the fin. The quick-release fasteners on the forward electronics bay are painted red, and the arabic numbers on the nose are black. Undersurfaces are pale blue-grey (FS 35450). 400-liter wing tanks are carried on pylons, but the IFF aerial is not carried. Camouflage is rather hard-edged; note unusual coloration on wing tank.



2

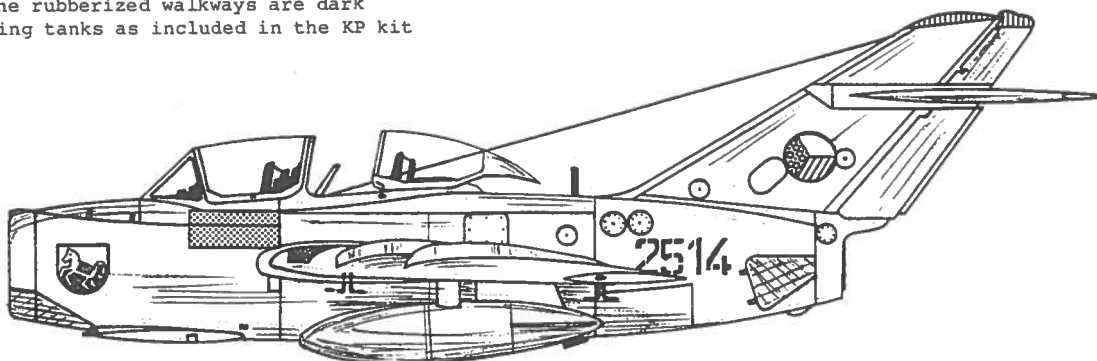


(2) Albania: Not much information on Albanian aviation has reached the West. This profile is based on one that appeared in the SAFO. The machine is overall natural metal, with a dark metal blast panel forward of the gun and shiny steel airbrakes. The black/red roundel is apparently carried in the four wing positions, with the red star/segmented circle on the fin. Air International shows Albanian wing insignia as the fin marking here, with a solid rather than segmented ring, and a red/black/red horizontal banded rectangular fin flag, with a red star on the black center band. The dotted lines indicate the position of the dipole under the starboard wing root. Stencilled nose codes are red.

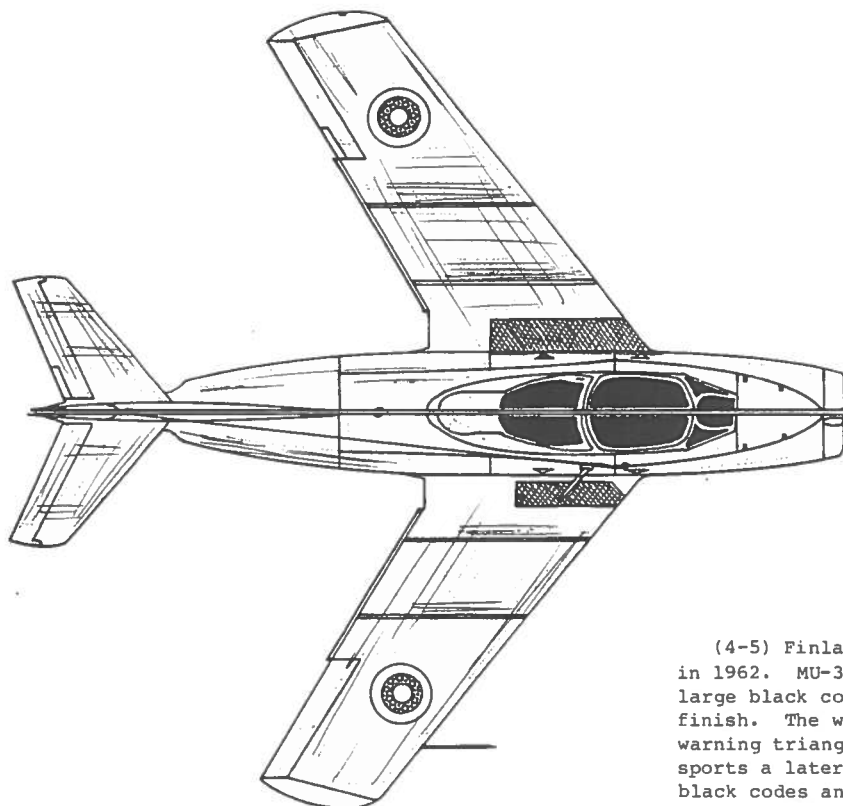
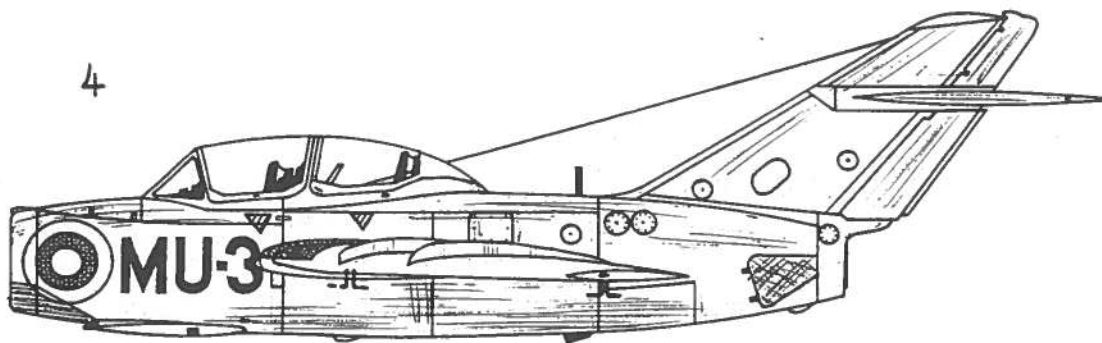


(3) Czechoslovakia: This Czech Midget exhibits typical natural-metal finish with a painted grey (FS 26329) panel below the cockpit on both sides. The unit badge, a white prancing horse on a horizontally-halved shield in light-blue/green, is carried only on the port side. The blue/white/red Czech roundels are outlined in blue. Note that these insignia are handed; the blue section always faces forward with the white either to the top (fin) or outside (wings). The rear fuselage stencilled code numbers are black. The rear sliding canopy is shown in the open position for reference; note that it incorporates a large portion of the cockpit fairing. The front canopy hinges 85° to starboard and is supported in the open position by a solid bar connecting its top center to the center of the top frame of the windscreen. The fin tip is yellow on this machine, and the rubberized walkways are dark grey. The 400-liter wing tanks as included in the KP kit are mounted.

3

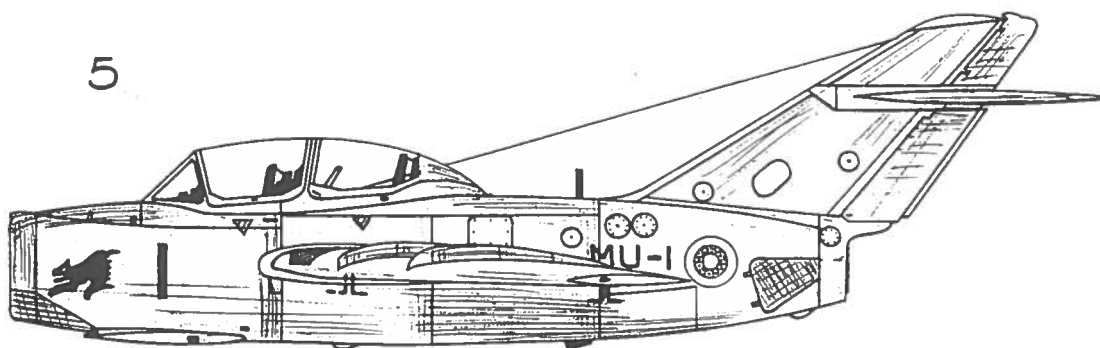


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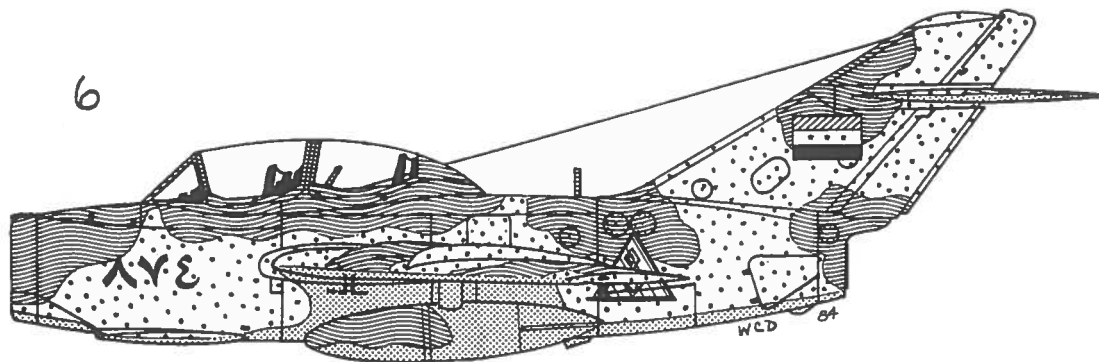


(4-5) Finland: The Finns first acquired the MiG-15UTI in 1962. MU-3 is shown in an early (1963) scheme, with large black codes and a nose roundel over a natural metal finish. The walkway is oversized and twin ejection-seat warning triangles are carried in red on both sides. Mu-1 sports a later (1971) scheme, with smaller aft-positioned black codes and fuselage roundels. The black "1" is repeated on the nose, along with the black "Pouncing Lynx" insignia of HavLv 31. It also carries four ejection warning triangles. MU-3 also appeared in this scheme. All roundels are thinly outlined in black. Note that the MiG-15's finish weathers poorly, and the metal on older machines is stained and discolored, almost panel by panel.

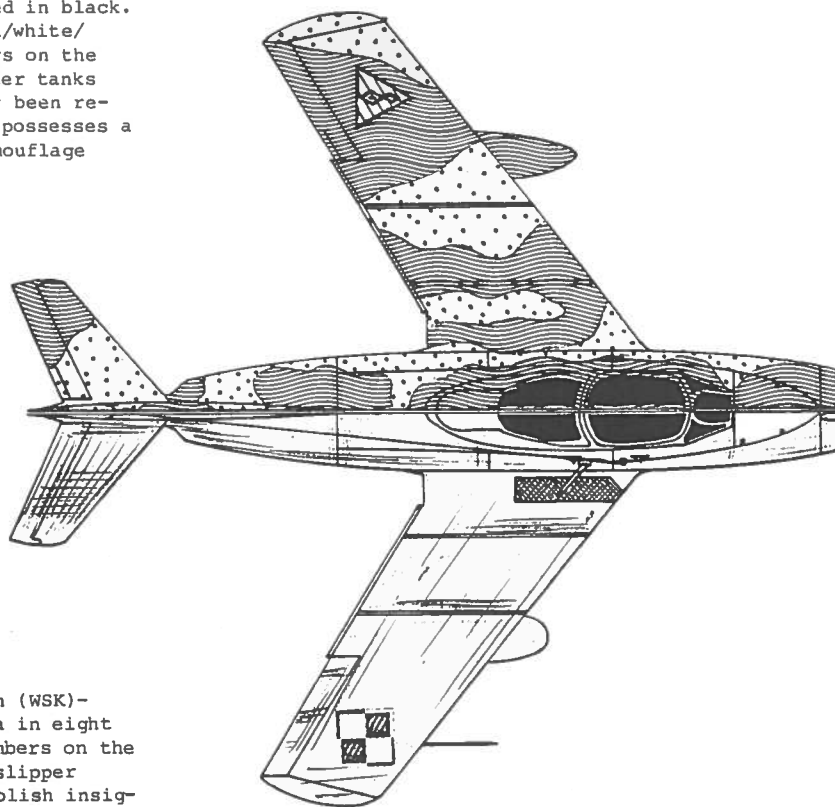
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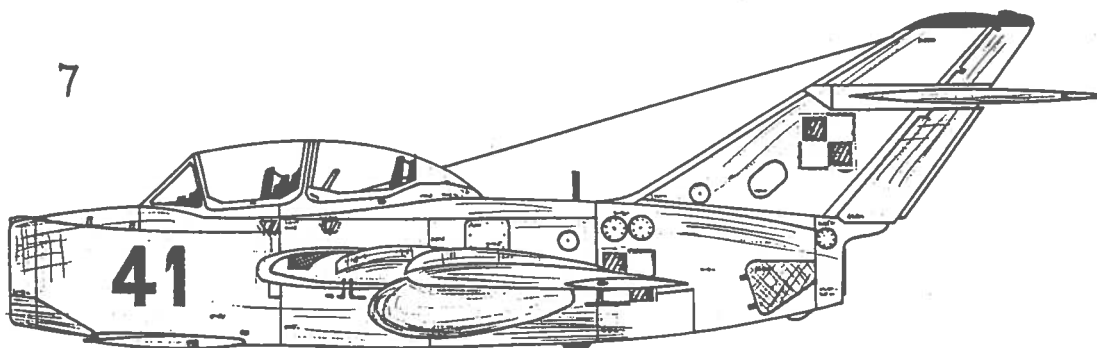


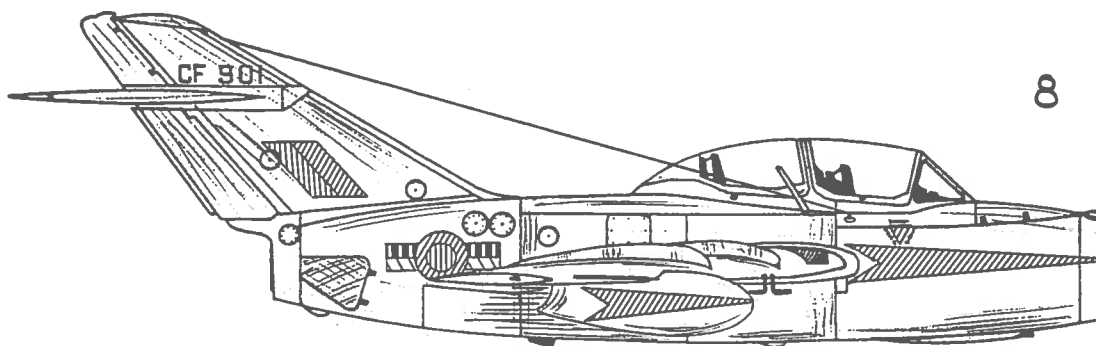
(6) Iraq: This beautifully finished Czech-built example is painted in brown (FS 20100) and buff (FS 23711) above, with light blue (FS 25622) below. Iraqi insignia consists of a red device with a white center shadowed in black, within a green (FS 14110) triangle edged in black. This is carried in six positions, with the red/white/black flag of Iraq, including three green stars on the white band, flying from the fin. The 400-liter tanks are carried, while the armament has apparently been removed from this machine. The whole aircraft possesses a glossy finish. Arabic numbers are black. Camouflage color separation is feathered.



(7) Poland: A standard natural metal Polish (WSK)-built SBLim-1 with red/white national insignia in eight positions, red ejection warnings and black numbers on the nose. The fin tip is black also. 250-liter slipper tanks are shown on this machine. Note that Polish insignia are not handed; a red square is always to the upper left. There is no red outlines to the white corner borders on this aircraft's insignia.

7





8

(8) Sri Lanka: Tourist transport the primary task of the national air arm? That's how things are in the island republic of Sri Lanka! The sole Sri Lankan MiG-15UTI is not a barnstormer, however, having been acquired in 1971 to help put down an insurrection, and having spent most of the intervening time in storage. The service was known as the Royal Ceylon Air Force when the MiG was purchased, and the markings have remained unchanged despite the new name of the owners. The Midget is natural metal with black codes. The national insignia, in six positions, consists of a yellow disc surrounded by a dark red ring, superimposed on an orange/green horizontal band. The fin flash is dark red (front)/yellow, and the trim on the fuselage and 300-liter slipper tank is red, along with the single ejection triangle.

Reference

- Air International: Vol. 3, No. 6, Dec. 1972.
Vol. 13, NO. 3, Oct. 1977.
Vol. 22, No. 5, May 1982.
Vol. 24, No. 3, Mar. 1983.
Keskinen, Aircraft of the Finnish Air Force 1939-72. Helsinki, Tietoteos, 1977.
Letecvi + Kosmonautica: No.7, 1983.
Munson, World Aircraft/Fighters. New York, MacMillan, 1966.
Small Air Forces Observer: April 1979.
Bill Devins (SAFCH #557), 107 Troy Hills Rd., Whippany, NJ 07981

— COLOR KEY with FS 595A APPROXIMATIONS —

NAT. METAL	BLACK	WHITE	YELLOW	SAND	LT. BLUE	ORANGE
	27038	27880	23655	EGYPT 33564 IRAQ 23711	EGYPT 35450 IRAQ 25622	22473
WALKWAY GREY	RED	BLUE	GREY	GREEN	BROWN	
36270	21105 SRI LN 21136	CZECH 25053 FIN 25183	CZECH 26329 EGYPT 36118	EGYPT 34272 IRAQ 14110 SRI LN 14109	20100	

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"I have found a publisher who is interested in printing the series of books I have been writing. These books will have 80 pages, 150 photos, and color photos and drawings. The text will be in both Dutch and English. The first subjects will be the DC-2, Skyraider, Norseman, Avenger, Fokker C.V, Fokker F-VIIb/3m, Harvard/Texan, DC-4, B-25, Grumman Tracker, and Fokker D-VII.

"I can always use more information and photos, particularly for these aircraft in service with the small air forces. Anyone who provides information or photos that is used in these books will receive full acknowledgement as well as a free copy of the book."

Joop Wenstedt (SAFCH #657), Dommelstraat 11, 5662 EL Geldrop, THE NETHERLANDS

Air International Volume 24

- Argentina: "The South Atlantic Air War", No. 5, p.215.
Bhutan: "In the Land of the Thunder Dragon", No. 5, p.250.
China: "Tiensin Time Capsule", No. 1, p.15.
International: "International Service Markings (Afghanistan to Haiti)", No. 6, p.306.
Sri Lanka: "Sri Lanka Air Force", No. 3, p.111.

WANTED: Polish decal sheet with national and squadron markings; giant 24.5 by 33 cm sheet offered by SAFO; partial or whole. "History of the Polish Air Force 1918-1968, J. Cynk, Osprey, 1972. Profile Publication #258 "PZL P-37 Los", J. Cynk. "Destiny Can Wait; the History of the Polish Air Force in Great Britain", edited by the Polish Air Force Association, Heinemann, 1949. "Wings over Poland, the Story of the 7th (Kosciuszko) Squadron in the Polish Air Service", Murray, Appleton, 1932. Typy Broni i Uzbrojenia #3 "PLZ P-37 Los" & #23 "PZL P-11".
Michael Dobrzelecki (SAFCH #682), 610 Devon St., Kearny, NJ 07032

Air International Volume 27

- Brunei: "Rotors over Brunei", No. 2, p.66.
Columbia: "Columbia's Air Arm", No. 4, p.177. "History of the Columbian Air Force", No. 4, p.178.
The Netherlands: High Guardian of the Lowlands", No. 6, p.277.
Turkey: "Turkey Bids to Booster Air Cover", No. 1, p.17.

Compiled by Tor A. Scott (SAFCH #403), 168 58th Ave., Chomedey, Laval P.Q., H7V 2B8 CANADA

Vickers Supermarine Spitfire Mk.LFIXE, 1/72 scale, Kovo-zavody Prostějov.

The announcement by KP that their next release would be "another" Spitfire was met with a universal yawn. Sandwiched between their all-ready released and most welcome MiG-21MF and the exciting MB-200 which is scheduled for release this Fall, the Spitfire appeared to be something the discriminating modeler could well ignore. Well, a review copy arrived on my desk yesterday, and my response was anything but a yawn. From its attractive box art to its comprehensive decal sheet, this kit is not only the best thing KP has done, but it is a gem by any standard.

The readers should be warned that this is not going to be an objective review. The first plastic model kit I built nearly 20 years ago was an Airfix Spitfire IX which I lovingly converted into an LFIXe with handpainted Czechoslovakian insignia. It is hard to be objective about one's first love, but it is not hard to tell a good kit when one sees one.

At a time when Western companies are turning away prospective modelers in droves with box "art" consisting of banal photographs of poorly-constructed models, it is refreshing to see a cover painting that inspires the imagination by putting the viewer into the cockpit off the port wing of a Czech Spitfire, codes A-731, as the two aircraft soar into a deep blue sky. The dark blue of the box and the graphics work add up to one of the most attractive kit boxes of all time. On the sides of the box are color side-view drawings of Spitfires DU-S and IV-6.

The pleasure and excitement continues once the box is opened. I have always thought highly of KP's instruction sheets, and this one is no exception. The text, in Czech, German, and English, unlike its Western counterparts, actually conveys useful information. A brief summary of the development of the Spitfire is followed by an outline of the history of the Spitfire in Czech service. Three Czechoslovakian RAF squadrons operated the Spitfire IX in support of the invasion of Normandy and then on anti-V1 patrols over England. At the end of the war, these squadrons were re-equipped with LF Mk IXe's, and it was in these aircraft that the pilots made an emotional return to their homeland. In the years immediately following WWII, the Czechoslovak Air Force operated 76 Spitfires under the designation S-89. Aircraft representing all these time periods can be built using materials provided with this kit.

The instruction sheet presents four-view drawings (port and starboard side views, and top and bottom views) for four aircraft: NNoN of 310 Squadron in war-time markings (This aircraft is on display at the Military Historical Institute at Prague-Kbely.); DU-S of 312 Squadron in the marking carried by the Spitfires on their arrival at Prague in August 1945; IV-6 in the new coding system as first seen during an airshow in September 1946; and OK-BXD of the Air Police with large white-outlined red codes and with the nose and leading edges of the wings in red. The instruction sheet shows the spinners of all four aircraft as "duck egg blue". However, photographs in the SAFCH files show the spinners of 310 and 313 squadrons where dark while those of 312 were light; most likely red for 310, white for 312, and blue for 313.

The decal sheets (two instead of the usual one) are the best that KP has done, but they are still not up to the standard we have come to expect in the West. Decals are provided for all five aircraft depicted in the instruction sheet and the box (NNoN, DU-S, IV-6, A-731, & OK-BXD) and for one extra aircraft (RY-L of 313 Squadron). All the necessary markings are included: RAF roundels, Czech roundels and flag, serial numbers in stencil style, squadron insignia (red Czech lion for 310, stork for 312, and diving eagle for 313; some color will have to be added to the stork and eagle since these are printed in black and white only). The large codes OK-BXD are wisely done separately in white and red to avoid possible problems with registration. The decal sheet concludes with a rather indifferently printed but accurate representation of a Spitfire instrument panel.

No matter how good the box art and how complete the instruction sheet and decals, the real test of a kit is the plastic that is inside the box. On this aspect, the KP Spitfire more than holds its own. The mouldings consist of 40 flash-free parts in white plastic and three parts in clear plastic. The surface detailing is in the usual KP style consisting of delicately raised lines. The profusion of panels, inspections hatches, etc. attest to the fact that the designers of the kit had a real Spitfire LF IXe to study.

Interior embellishments consist of raised detail on the sides of the cockpit and inside the wheel wells. The cockpit interior consists of six parts including seat, control stick, & rudder pedals. Attention to detail is obvious everywhere; the propeller is moulded separately from the two-part spinner, the radiators are moulded separately from the wings, the rear-view mirror is moulded in clear plastic separately from the canopy, etc. All the conversions I had to do to the Airfix IX are now unnecessary; the wings come clipped (tips are provided as separate parts if you're foolish enough to build a regular IX) and the rudder is of the pointed shape, the long carburetor intake is provided as is the conformal belly tank, and the cannon and the associated wing blisters are in the proper positions. Best of all, the moulding of the underside of the wing correctly captures the subtle shape of the real Spitfire, something that has seldom been achieved in 1/72 scale by other, more well-known manufacturers.

Any complaints about the kit will be minor. The canopy is a little too thick by modern standards, there is nothing to keep you from seeing right through the radiators, and the exhaust ports are not drilled out.

I know I am probably prejudiced, but I find the KP kit of the Spitfire LFIXe the most exciting kit I've seen in many years. It is highly recommended for all modelers. The modeler with a general interest in the aircraft of the small countries will want to add at least one Czech Spitfire to his collection, and those who specialize in Eastern European air forces will need to obtain at least four kits so they can build one in the markings of each of the three Czechoslovak squadrons and one in the markings of the Czech Air Police.

Other countries used the Spitfire IX with either clipped wings or pointed rudder, and it would be easier to use the KP kit rather than add an enlarged carburetor to MATCHBOX's decidedly inferior Spitfire IX. A quick glance through AIRCAM #4 turned up several possible schemes, including aircraft from South Africa, Belgium, Netherlands, Norway, Denmark, Israel, & Burma, that could best be achieved starting with the KP Spitfire LF IXe.

The least expensive and the fastest way to obtain any KP kits is by trade with a pen-pal in Czechoslovakia. If you do not presently correspond with someone in Eastern Europe, I recommend that you do so; it is a highly rewarding experience. Names of persons in Eastern Europe who might be willing to trade kits are available from the SAFCH editorial office.

TURKISH AIR FORCE MARKINGS, Decals for Scale Aircraft, PM TURKEY.

The kits produced by PM TURKEY have received favorable reviews in the SAFO. While the selection of subjects (Spitfire V, Mirage III, F-5A/B) has been rather pedestrian, the inclusion of decals for finishing the aircraft in Turkish markings has been most welcome. More important, as long as PM TURKEY continues in business, we can always hope for more exotic subjects in the future.

Now from PM TURKEY comes their first separate decal sheet. Appropriately, this sheet provides national insignia for aircraft of the Turkish Air Force. On a sheet measuring 12.5 cm by 17.5 cm, there are 6 white-bordered red squares in each of 6 different sizes (7, 10, 12, 16, 18, & 20 mm); 12 white crescent & star on red rectangle (four 8 by 5, four 10 by 7, two 15 by 11, & two 25 by 18 mm); 2 each of 4 different sizes of white crescent & star without background; and 6 each of 3 different sizes of

roundels (5, 10, & 15 mm diameter).

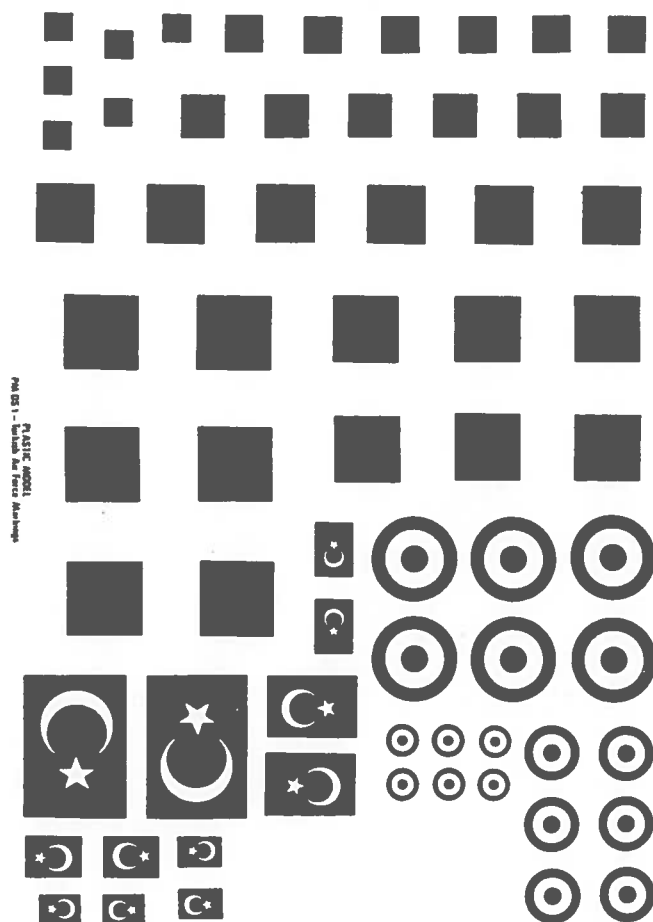
The sheet is relatively simple with only two colors, but it is cleanly printed with no red showing through the white (as one company is notorious for) and the register is excellent. No drawings of Turkish aircraft are included with these decals, but since this subject has been well covered in Western magazines, there should be no trouble locating attractive color schemes on which to use these decals.

Considering the variety of interesting aircraft that have carried Turkish markings, this sheet should be popular with the modeler interested in the small air forces. For the blow-torch crowd, there are the F-84G, F-86E, F-84F, F-100, RF-84F, F-86D, F-104, F-4A/B, F-102, and soon the F-16. World War II subjects include aircraft from both sides: MS-460, P-40C, FW.190A, various Spitfires, Mosquito, and P-47D. For the modelers of "real" aircraft there is the Curtiss Hawk II. I've mentioned only the fighters, and only those for which there are injection-moulded kits readily available. Add the trainers, transports, and bombers (the Letov S-16 is a double treat), and allow vacuform kits and a little conversion and you have something for everybody.

This sheet of Turkish Air Force national markings is highly recommended and, just by coincidence, is available from the SAFCH for \$1.50 per sheet including postage.

(Editor's note: The next kit from PM TURKEY is a 1/48-scale SIAI 223 Flamingo with Turkish Air League and Syrian Air Force markings. This kit should be available in time to review in the next issue of the SAFO.)

TURKISH AIR FORCE INSIGNIA (PM-DS1)



JAPANESE AIR ARMS 1952-1984 by Akira Watanabe. 196 pages, 18 cm by 25.5 cm, 96 photos, 4 pages of color illustrations, softbound. US \$13.50.

Described by the author as "the first and only one comprehensive English-written book of postwar Japanese military aviation ever to be published", this book is obviously a labor of love. Not only is it privately published by the author, but most of the photos were taken by him. This latter is not too surprising since the author is an avid aviation photographer, but the full extent of the author's devotion to the subject is shown in his admission that he did most of the work producing this book, including typing the text, drawing the illustrations, and printing the photographs.

First of all, let me put to rest any reservations you might have about a "privately-published" book. The quality of the publication is excellent. Printed on glossy paper, the text is typed in a large attractive font, the colors of the illustrations are vivid, and the reproduction of the photos is outstanding. Since the soft cover is devoid of any title or graphic design (a strange omission), the attractive dust jacket, which features a color photo of a F-86F of the Blue Impulse aerobatic team, must be retained. Finally, and most important for a book to which you will refer often, the binding appears to be very sturdy.

The content, being mostly a history of the various Japanese air arms and a listing of each individual aircraft used by these air arms, should appeal strongly to the aviation enthusiast. However, the modeler is not ignored; color schemes are described and illustrated with photos for each aircraft type and drawings are included of the always colorful, frequently mysterious to Western eyes, and sometimes flamboyant, tail markings carried by Japanese aircraft.

After the unconditional surrender of Japan at the end of WW II, the country was occupied by the US and all military activity was forbidden. The defense of Japan was guaranteed by the US. However, during the Korean War the US recognized the need for Japan to undertake some of her own defense and beginning in 1952, military aviation was gradually reestablished.

The first chapter of this book covers the air elements of the Hoantai (National Safety Force) and the Keibitai (Coastal Safety Force), the first military organizations in postwar Japan. These units were short lived and in 1954 three new military services were formed, each of which operated an air element: the Ground Self-Defense Force (JGSDF), the Maritime Self-Defense Force (JMSDF), and the Air Self-Defense Force (JASDF).

The aviation elements of each of these units is discussed in the next three chapters. These chapters follow similar outlines: a brief history of the force, a current order of battle, a history of each squadron, a section describing and illustrating tail markings (except for the JGSDF), and finally a list of each individual aircraft used by the force.

This history occupies the first 139 pages of the book. The next 24 pages are devoted to photographs, four to a page. Each type of aircraft used by the three air arms is represented by at least one photo. Here you will find the usual such as the F-104 and F-15 as well as the unusual such as the TMB and PBY.

The book ends with eight appendices: "Language Glossary", "Airfields in Japan", "Japanese Names of Aircraft" (a short-lived return to WW II practice), "Maritime Safety Agency Aircraft 1984", "Crashed Aircraft" (a list of all Japanese military aircraft lost in accidents since T-34A, serial Kaku-102, "crashed in the sea off the coast of Kagoshima-Perf." on 01Jun54), "Quantities of Aircraft in Service" (by year), "US Air Arms in Japan 1984", and "A Guide to Your Photography Trip in Japan" with weather (lots of rain), travel (quick and inexpensive), and security restrictions (minimal).

As an example of what the book offers the modeler, I will quote what the author has to say about the JMSDF S-2 Trackers. "Standard colour-scheme of the S2F-1 was light grey with white under-surfaces." "Colour-scheme of the

S2F-C (utility transport) was light grey with white upper-fuselage and white vertical fin." And, "The S2F-U (target towing aircraft) were painted dark grey with yellow wings and dayglo orange vertical tail surfaces." Photographs are included for all three of these versions. Other colorful aircraft described are the rescue helicopters of the JASDF which are painted overall yellow with dayglo orange areas and green bands on the fuselage. JAPANESE AIR ARMS 1952-1984 provides the modeler with some interesting color schemes.

Finally, I couldn't resist the temptation to do a little research on Japanese F-104 casualties using the information provided in this book. The Japanese received 230 F-104J and D model Starfighters. The first arrived in 1962 and 43 had been lost in accidents by the end of 1984. The maximum number lost in any one year was five in 1967 when there were 217 F-104 on charge and again in 1977 when there were 187 on charge; a loss rate of 2.3% and 2.7% respectively. In the 23 years that the JASDF has operated the Starfighter, the loss rate was 1.87 aircraft per year and the total attrition was 18.7%. This should make an interesting comparison with F-104 losses suffered by European countries.

JAPANESE AIR ARMS 1952-1984 is available from the SAFCH at \$13.50.

416 SQUADRON HISTORY. 160 pages, 26 cm by 21.5 cm, hardbound, 232 black-and-white photos, and 11 color photos. CAN \$24.95. Hanger Bookshelf, PO Box 1513, Belleville, Ontario, K8N 5J2 CANADA.

Another in the series of Canadian squadron histories; this one covering 416 City of Oshawa (Lynx) Squadron. The format is the same as the other books of this series (440, 417, 418, 408, & 434 Squadrons) and if you have any of these or if you read the review of 418 SQUADRON HISTORY in SAFO #32, you need read no further. This book is just as good as the others, only a little bigger and, therefore, a little more expensive.

416 Squadron was the first RCAF squadron to be formed in England during WW II. (The three RCAF squadron that preceded 416 into battle had come from Canada.) Declared operational on Spitfires on 11 January 1942, the squadron participated in cross-channel "circuses" and "rhubarbs", moved to the Normandy beachhead on 17 June 1944, and then with the Allied armies beyond the Rhine River,

destroying 75 enemy aircraft in the process. Each of these victories, as well as the losses and the boring flights, are described. After a period with the Occupation Air Force in Germany, the squadron was disbanded on 15 March 1946. This part of the story takes 81 pages, exactly half of the book.

In response to the Korean War, 416 Squadron was reformed on 15 January 1951 at Uplands, Ontario, flying an aircraft not too different from their Spitfires, the P-51D Mustang. However, the days of the piston-engine fighter in the squadron were soon to end; the first jet-powered aircraft (a T-33 Silver Star) arrived in September 1951 and by June 1952 the squadron had completely converted to Canadair Sabres. They took this aircraft across the Atlantic in September 1952 and settled in France until the squadron was again disbanded in January 1957. This part of the story takes 21 pages.

416 Squadron was reactivated at St. Hurbert as an all-weather fighter unit on 1 February 1957. Equipment consisted of the CF-100 Mk.5 and the job was the defense of the North American continent from airborne attack. This they did well until 30 September 1961 when 416 Squadron was again disbanded. This part of the story takes 13 pages.

The squadron was again reborn at Bagotville on 1 January 1962. Air defense was again the mission, but this time they were flying the CF-101B. The squadron operated Voodoos until the most recent disbandment on 31 December 1984. This part of the story takes 46 pages.

416 Squadron is scheduled to fly again in 1987 when they will operate CF-18 Hornets.

Needless to say, each period in the squadrons history is profusely illustrated with photos. No further mention need be made of these except to note that the color photos are exclusively of the Voodoo except for one lone Silver Star.

416 SQUADRON HISTORY is a history of 42 years of flying with the RCAF and CAF. The Spitfire years are well represented in text and with lots of photos of personnel, but not many photos of aircraft. The post-war years are covered with many excellent photos of aircraft. This book is recommend to anyone interested in day-to-day descriptions of Spitfire action over Europe during WW II or for anyone interested in photos of post-war Canadian fighter aircraft.

In summary, another good squadron history from the Hanger Bookshelf.

(Continued from page 32)

SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542).

#1 (16 pages) "Recon Report" 2 pages of news of military aviation in Singapore, Malaysia, Thailand, Australia, & Indonesia. "The RSAF Special No. 1: Hawker's Hunter in the RSAF" 8 pages including 4 photos and 4 pages of drawings (503, 531, & two-seater 532).

SOUTH AFRICA

AFRICAN AIR REVIEW (AVIATION SOCIETY OF AFRICA, PO Box 1413, Alberton 1450; 4 issues for US \$12.00)

7-9 84 (24 pages) "Aircraft of the SAAF - The Last of the 'Dazzle' Daks" one-page history of the SAAF's target-towing C-47. "New Color Scheme for the Silver Falcons" one-page description of the SAAF's premier aerobatic team's Impalas including serial numbers.

SWITZERLAND

VIRUS PLASTICUS (IPMS SWITZERLAND, Olivenstr. 2, 9320, Arbon; 4 issues for Sfr 24)

Nothing received since 2/84.

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$20)

#103 (98 pages) "Historiography: Cockburn-Lange" 16 pages and 15 photos describing the detective work that finally resolved the question of the authenticity of the famous WW I air-combat photos. "Batson & the Aero Yacht" 18 pages, 28 photos, and a page of scale drawings of the six-winged flyingboat of 1914. "Fokker C.1" two one-page letters on the Dutch Fokker C.1.

DIRTY PLASTIC (IPMS PHOENIX, 509 W. Camino Dr., Phoenix, AZ 85021; 4 issues for \$6.00.)

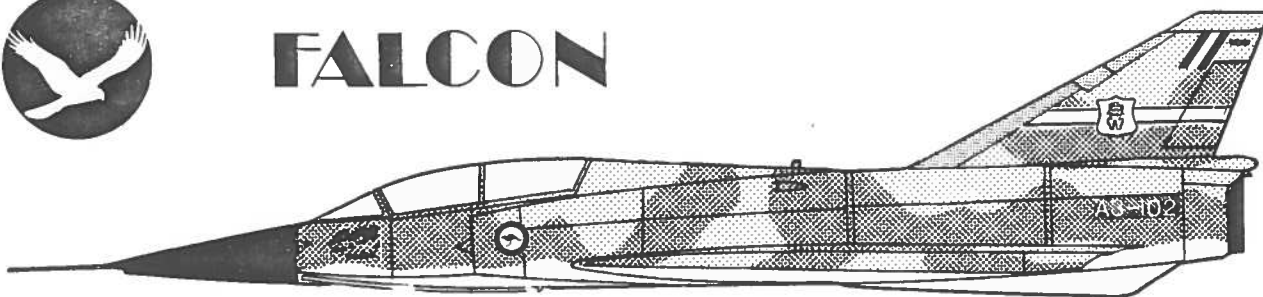
Winter 1985 (24 pages) "Fokker Eindecker - The First Fighter and its Kin" 13 pages including three-view drawings of M.15, M.5L, M.6, M.7, M.8 (Dutch), M.9, M.10E, M.10Z (Turkish), W.13, E.I, E.II, E.III, & E.IV. "Modeling the FW-190 - The 'A' Series in 1/72 scale" 10 pages.

IPMS HAWAII (1650 Leha St., Honolulu, HI 96818; \$5.00 per year for mainlanders and \$6.00 for those overseas.)

#14 (16 pages) "Comes a Sea Horse" 10 pages on the Sikorsky H-34 including 10 photos and 19 side-view drawing (mostly USN, USMC, & ARMY H-34s, but with 2 French and one Chilean H-34). Once again the drawings are computer produced. The editorial explains that "IPMS-HAWAII is being produced on a personal computer. A 128K Apple Macintosh, in fact. Besides doing the copy, the computer helps with the illustrations, keeps track of the mailing list and keeps the articles organized."



FALCON



TRIPLE CONVERSION KIT #3. 1/72-scale vacuform kit (F-106B, Mirage IIID, & F9F-8T).

HAWKER SEA FURY FB11. 1/48-scale vacuform kit.

Falcon Industries, PO Box 10-213, Wellington, NEW ZEALAND.

Some of the best vacuform kits, like the best kiwi fruit, are coming from New Zealand. With a growing selection of 1/48-scale kits and 1/72-scale conversions, Falcon Industries attractive line of kits should help entice more modelers to the art of building vacuform models.

Triple conversion kit #3 is representative of the Falcon line of conversion kits. Moulded on to a 12.5 in. by 8 in. sheet of thick white plastic are all the parts needed to convert three stock kits (the Heller's Mirage III and Hasegawa's F-106 & Cougar) into two-seat versions. These parts consist of complete fuselages for the Mirage and F-106, the forward fuselage for the Cougar, and cockpit "bathtubs" for all three aircraft. The parts are crisply moulded with well-defined control surfaces, but no panel lines. Cockpit canopies are provided for all three aircraft and they are the clearest canopies I have yet seen in any vacuform kit. The instruction sheet is large but contains only minimal information: 1/72-scale side-view drawings, drawings of the cockpits showing the position of the seats and instrument panels, and brief construction notes for each aircraft. This kit is the easiest way to build two-seat versions of the these aircraft, but I wonder how many modelers want to build these particular three aircraft.

The Hawker Sea Fury is typical of Falcon's series of 1/48-scale complete vacuform kits. Moulded onto a heavy 14.5-in. by 8-in. sheet of white plastic are 29 well-defined parts: Control surfaces are clearly separated from the main surfaces by sharply engraved lines and the panel lines are delicately-raised lines. In addition to all the usual parts (such as fuselage and wing, which is all you get in some vacuform kits), this kit includes a cockpit "bathtub", seat, instrument panel (with instruments), main wheels, wheel wells, tail wheel, spinner, and propeller blades. All these parts appear to be useable, so the only major components that will need to be scratch built are the landing gear struts. The cockpit canopy is outstandingly clear. The instruction sheet contains excellent 1/48-scale three-view drawings and brief, but adequate, notes on construction procedures. Falcon Industries' Sea Fury is an excellent kit that can be recommended without any reservations.

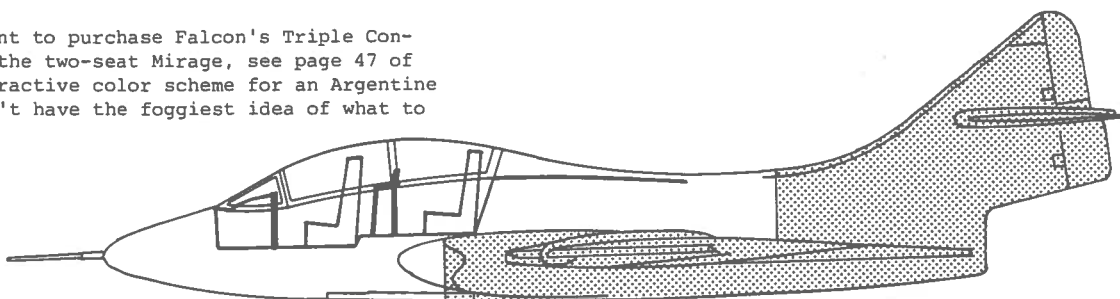
Falcon kits are available to SAFCH members at extremely reasonable prices.

If you are reluctant to purchase Falcon's Triple Conversion III just for the two-seat Mirage, see page 47 of this issue for an attractive color scheme for an Argentine F9F-8T. Sorry, I don't have the foggiest idea of what to do with the F-106B.

Next Release: Release Nr 18 is currently expected to be 1/72 Triple Conversion Nr 5 with parts for the McDonnell-Douglas F4H-1 prototype Phantom, Fairchild A-10B NAWS Thunderbolt II and Lockheed HC-103H/N Hercules. All going well, this will be released early April. Masters for future releases are currently progressing at varying rates. The 1/48 Bf-109B/C master is now over 50% complete and should be ready for slotting into the production schedule shortly after Triple Conversion Nr 5. Masters for the first 1/48 Conversion Set are in preparation but the final decision on what it will contain has yet to be made - an F-106B, prototype F-4 Phantom and EF-111A are top contenders. Contenders for future 1/72 Triple Conversions include an early P-2 Neptune, HU-16A Albatross, TF-86F Sabre, Ca-32 Sabre, A-4B Skyhawk and TA-4S Skyhawk and a Triple Avenger series (R, S and W variants).

Falcon Injection-Moulding News. As most of you will be aware, there has been a lengthy postponement of the release of the first injection-moulded kit. This was caused by insufficient clamping force being available on the machine that Falcon was to use. To combat this problem all that is necessary is for the moulds to have a smaller surface area thus reducing the clamping force needed to hold both sides of the mould together. The whole procedure of buying an injection-moulding machine (which is considerably more sophisticated and larger than the ones used by Pegasus Models and Merlin Models), stripping it down and re-building it plus purchasing all the material needed to make the electro-plated moulds (including the electro-plating bath) placed a large financial burden on the company. When the Skyknight kit had to be abandoned it was necessary to release several more vac-forms before another crack could be made at releasing an injected kit. Current indications are that the 1/48 Heinkel He-162A Salamander kit will be ready for release in the last quarter of this year. The master for the proposed second injected release, a 1/72 Supermarine Spitfire Mk 14, is now nearing half-way towards completion.

War Eagle Decals and Vac-Forms. The War Eagle B-57 1/48 sheet has finally been released but there has been no word on the 1/48 Sea Fury sheet. I still can't give a definite release date for the War Eagle 1/48 F-100F Super Sabre vac-form conversion as there has been a hold-up in the production of the decal sheet that will go with it. The Aeroclub-produced white-metal ejection seats for this kit have been produced and delivered so there will be no delay there.



FALCON AVIATION PUBLICATIONS, PO Box 14-263, Wellington, New Zealand.

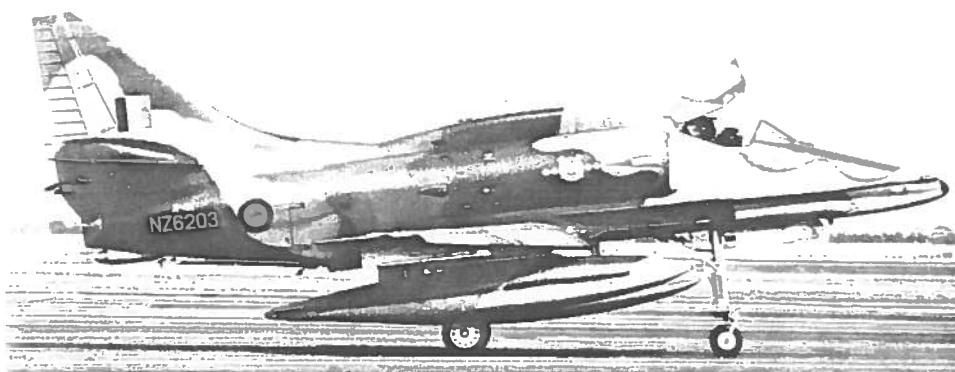
SAFCH member Rex Barker has begun production on a series of full-color posters that will be of great interest to the small-air-force enthusiast. The first two posters are quite impressive, not only in size (70 cm by 50 cm), but also in the choice of subjects, the excitement of the photography, and the quality of the color reproduction.

The subject of the first poster is RNZAF A-4K Skyhawk 'NZ62203' of 75 Squadron at Ohakea. The aircraft carries the standard green and brown upper surface camouflage with grey under surfaces. It is photographed in full side view from eye level resulting in a very impressive pose, especially on such a large poster.

The second poster features RAN A-4G Skyhawk '154908', nose number '887'. The aircraft carries the two-tone blue wrap-around camouflage scheme. Again, the photograph is taken from the side and at, or a little below, eye level and is, if anything, visually more impressive than the first poster.

These posters can be obtained directly from Falcon Aviation Publications. The price for each is US \$5.45 including postage and a "strong mailing tube". For the convenience of one lucky SAFO reader, one pair of posters is available from the SAFCH editorial office. The price is \$8.35 for mailing within the USA.

Rex will follow these first two posters with a RAAF and a SAAF Sabre and then a RNZAF and a SAAF Harvard. If you're "into" posters, you owe it to yourself to check these out.



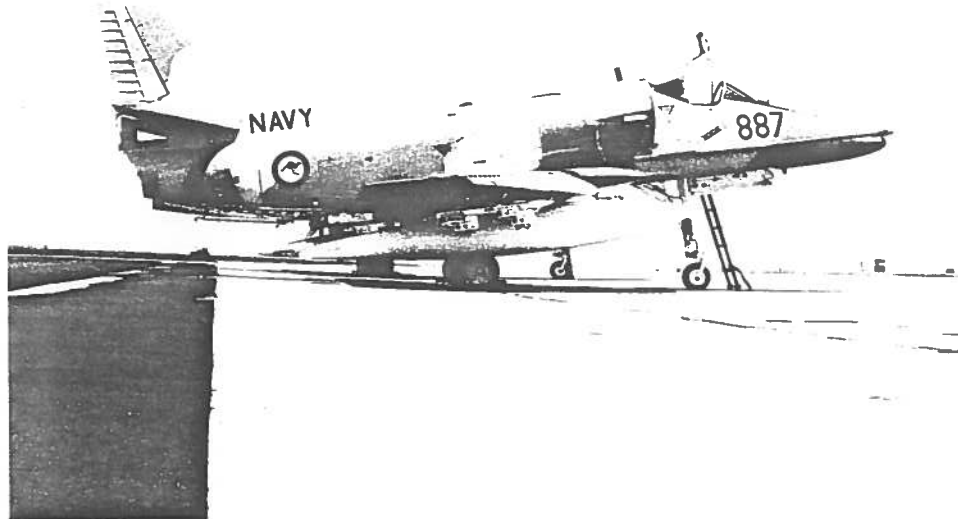
Above Royal New Zealand Air Force A-4K Skyhawk 'NZ62203' of 75 Squadron. The approximate FS595a equivalents of the camouflage colors are: Dark green (34079), mid green (34102), tan (30219), and light grey (36022). These color identifications are from APMA 4/82. (Photo: Rex Barker)

Below: Royal Australian Navy A-4G Skyhawk '154908'. This aircraft carries the two-tone blue wrap-around camouflage described in SAFO #17. The FS595s equivalents are: Aircraft grey (36280) and light admiralty grey (35622). (Photo: Rex Barker)

COLOUR PHOTOGRAPHS OF NEW ZEALAND AIRCRAFT

From Down Under comes word of a collection of colour photos of New Zealand military and civil aircraft. These photographs have been selected with particular attention being paid to the needs of scale modellers, aviation enthusiasts and photograph collectors. For those modellers wishing to build and paint accurate models of RNZAF aircraft, it is recommended that these photos be used in conjunction with the series NZPAF/RNZAF AIRCRAFT COLOUR SCHEMES, MARKING, PHOTOGRAPHS, & HISTORIES by Russell. (These books will soon be available from the SAFCH.)

Separate catalogs are available for RNZAF and New Zealand civil aircraft. Send 3 IRCs for surface mail or 5 IRCs for air mail, for each catalog to New Zealand Aero Products, PO Box 17, Invercargill, NEW ZEALAND.



INSIGNIA POTPOURRI

IRAN		
IRAQ		
ISRAEL		NONE
JORDAN		
KUWAIT		
LEBANON		
OMAN		
QATAR		
SAUDI ARABIA		
SOUTH YEMEN		
SYRIA		
TURKEY		
UNITED ARAB EMIRATES		
YEMEN REPUBLIC		
ABU DHABI		



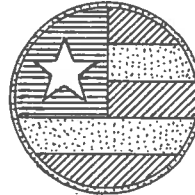
Bill Shenk (SAFCH #599), 21957 Crescent Court,
Farmington Hills, MI 48024

21.) TOGO (independent 27th April 1960)
Air Force since 1960.

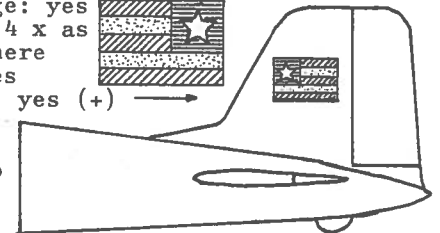
Name: Force Aérienne Togolaise

Colours: = red = white = green
 = yellow right:

Applied on: fuselage: yes
wings: 4 x as shown here
fin: yes
rudder: yes (+)



in use:
1960 to
date.



(+) = On the Broussard (both sides of each rudder).
On camouflaged aircraft are the roundels known with and without the yellow ring.

As the flag type fin flash, so also the fuselage roundel is facing into the direction of flight on both sides. An odd exception is the right (star-board) fuselage side of the DHC-5D Buffalo, where the red canton with white star is facing towards the empennage, while the fin is applied correctly!

Fritz Braun (SAFCH #220), Posener Str. 20/0, D-8000 München 81, WEST GERMANY

"Enclosed are copies from the Czech review "Letectvi + Kosmonautika" showing the insignia of four socialist third-world countries.

(1) Afghanistan: Red star on white disc with (from inside) black, red, and green rings.

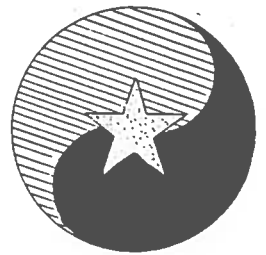
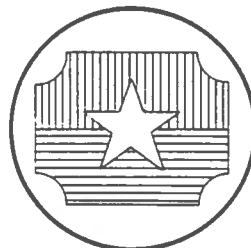
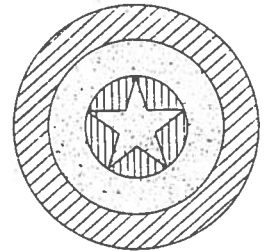
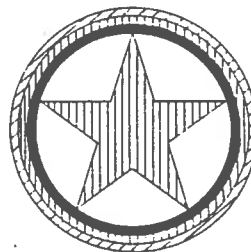
(2) Ethiopia: Yellow star on red background, with (from inside) yellow and green rings.

(3) Nicaragua: White disc with modified rectangle divided into red (upper) and blue (lower) on which is superimposed a white star.

(4) Angola: Yellow star on a red and black disc. The fin flash is red (upper), black (lower) with yellow tools and star.

I hope that this is of interest to your readers."

Jean Yves Goffi (SAFCH #427), Residence Vallon St. Hilaire - Bat 6, Rue de la Petite Porte, 76000 Rouen, FRANCE



ARGENTINE NAVY PILOT MAKER

Aermacchi MB-326GB/Embraer Xavante

Early in 1968 the Comando de Aviacion Naval of Argentine Navy decided to replace the aging Grumman F9F-2 Panthers which then equipped the 1a. Escuadrilla Aero-naval de Ataque. The aircraft chosen was the very successful, Italian-built trainer manufactured by Aermacchi, the MB-326GB.

The eight Argentine aircraft, which were delivered in 1969, were assigned serial numbers 0613/3-A-101 to 0620/3-A-108. The color scheme was Gull Grey (FS 36440) on the upper surfaces and Flat White (FS 37875) on the undersurfaces with a feathered separation between the two colors. Black "anchors" were carried in four wing positions and the serial (e.g. 3-A-101) was carried on the fuselage aft of the wing. The last digit of the serial was repeated on the nose of the aircraft and a small inscription, "ARMADA", was carried under the windscreen on the left side.

In 1972, when 1a. Escuadrilla was reassigned to the 4a. Escuadra Aeronaval, all serials were changed to the form 4-A-1xx. The above paint scheme was retained for most of the aircraft, but there is photographic proof that some carried the inscription "ARMADA" in big letters on the fuselage in place of serials. In this case, the serials were applied to the tail much in the way they are arranged today.

Late in 1977, just prior to the "hot summer" associated with the dispute between Argentina and Chile over the southern territories, the 326s were repainted in a camouflage scheme consisting of Dark Green and Sand (FS 30318) on the upper surfaces and Light Grey (FS 36473) on the undersurfaces. These aircraft were deployed to the south as part of the G.A.I. (Grupo Aereo Insular). They returned to the headquarters of the 1a. Escuadrilla (Base Aeronaval Punta Indio, also home of the Navy's Flying School) late in 1978.

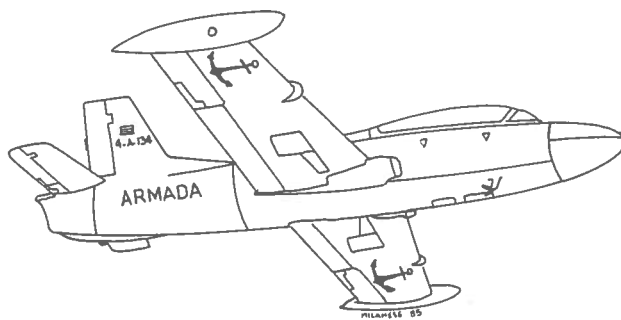
In 1980 when the first MB-339 were delivered the MB-326 were mostly assigned to advanced training duties. In 1982, during the Malvinas/Falklands conflict the squadron moved to the south again and their MB-339 saw extensive combat. Their 326 were not deployed to the islands and they saw no combat action.

Having lost half of its MB-339 in combat, the Argentine Navy needed to make up for these losses as soon as possible. Therefore, an offer from Brazil to provide Embraer-built MB-326 (named Xavantes) was eagerly accepted. Eleven aircraft were delivered in 1983 and they were assigned serials 4-A-130 to 4-A-140.

Although painted in the same colors as the Italian-built MB-326, the camouflage pattern on the Xavantes is slightly different. The most noticeable difference is the separation between upper and lower colors; on the Italian-built machines this separation is feathered while on the Brazilian-built machines it is hard. Also, the letter "M" in "ARMADA" is different. It is interesting to note the undersurface of the elevator which are striped in the color of the Argentine flag (light blue and white) and the wraparound-scheme on the tip tanks.

As for interior colors, the cockpit is light blue with brown seats and light-brown seat belts. Landing gear struts are natural metal for the Xavantes and white for the Macchis. Wheel wells and the interior of the air brakes are medium green for the Xavantes and light grey for the Macchis. All aircraft carry a flat-black anti-glare panel and a light-grey nose tip (darker than the undersurface color). All aircraft have large black anchors at all four wing positions.

The squadron badge for 1a. Escuadrilla is currently carried only on the Italian-built machines. It is immediately below the windshield on the left side (where the "ARMADA" lettering was carried in the older grey/white



color scheme). The squadron was given the "Honor al valor en combate" award, but this is not carried on the aircraft. One of the pilots, Teniente de Navio Owen G. Crippe, received the highest Argentine award for exceptional duty in combat, the "La Nacion Argentina al Heroico valor en Combate". While flying alone in his MB-339A, Teniente Crippe discovered and attacked the first British landing at San Carlos.

The MB-326 have given good service in the Argentine Navy and they will probably remain in service until the late 1980s.

The 326 is truly a nice modeling project. ESCI offer a 1/48-scale kit (#4063) which, while needing some attention in the cockpit area, nose wheel well, etc., is otherwise a very nice kit. I suggest that some underwing stores be added as none come with the kit. If you have the money to spend, buy the 326K single-seat kit which will provide gun pods and extra fuel tanks suitable for the two-seat version. As for decal, the ESCI kit provides Argentine decals for the early gray over white color scheme, but they regrettably forgot to include the most important detail, the anchors! (Why no one provides a sheet of anchors in different sizes is something I fail to understand.) Also, the naval roundel provided in the kit is somewhat incorrect in the color of the outline; it should be light blue. Please note: the naval roundel has not been used since the early 1970s.

Thanks to ESCI for providing the only MB-326 kit currently available. (The crude Artiplast model is long gone.) And now, if they would just release a kit of the MB-339

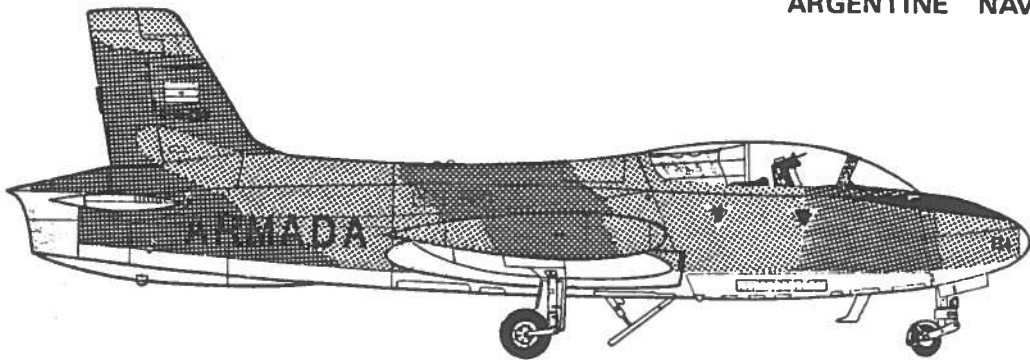
"I would like to thank all my fellow SAFCH members for their response to my April '84 letter offering books from Argentina. I would like to apologize for the long time it took me to fill the orders. I understand that everyone deserves prompt service, especially when he pays in advance. However, all but two of the orders (and there were many) were paid for with personal checks which are almost impossible to cash in Argentina. In addition, since I am on a 'student-size' budget, I couldn't afford to buy the books until I had cashed the checks. Strangely enough, US Domestic Postal Money Order (the type used for mailing inside the USA) are very easy to cash in Argentina. If money is sent in this manner, I can promise prompt delivery.

"By the time this letter is published, all of you should have received your books. I hope that I have not missed anyone, but remembering Murphy's law, if I did, please let me know and I'll see that you get my reply via the fastest possible way. Thanks again for your understanding and patience, and if I can be of any assistance for anything you might need from Argentina, just write and I'll be glad to help if I can.

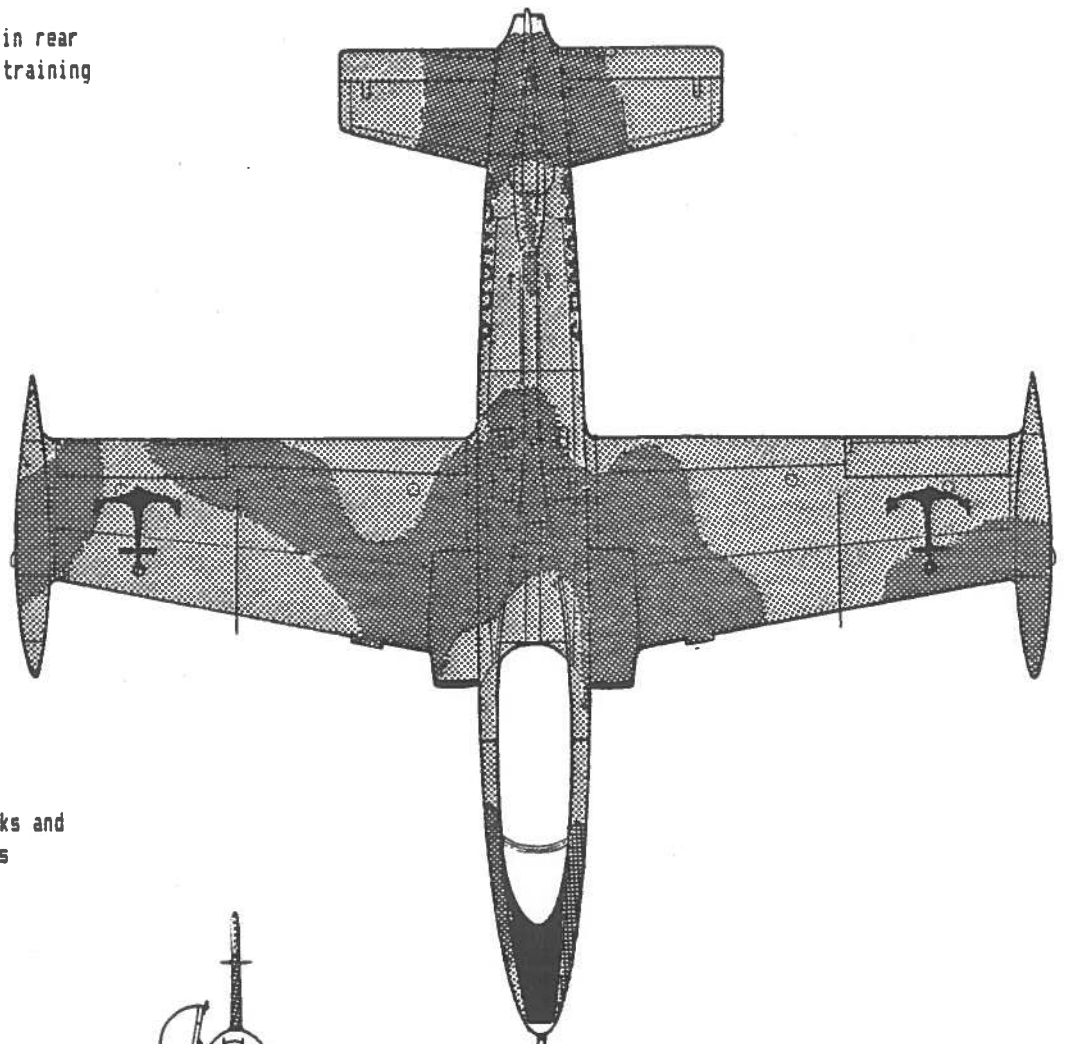
"Finally, I do not know if all SAFCH members have noticed that we now have an IPMS-ARGENTINA. It is growing fast and we are already putting together two publications, a newsletter and a quarterly (EL MAQUETISTA ARGENTINO). For further information, write either to me (IPMS-Capital Federal Coordinator) or to the national office: IPMS-ARGENTINA, Estomba 135, 8000 Bahia Blanca, ARGENTINA."

Alejandro Milanese (SAFCH #607), Ave. Entre Rios 676-p.13 "B", 1080 Capital Federal, ARGENTINA

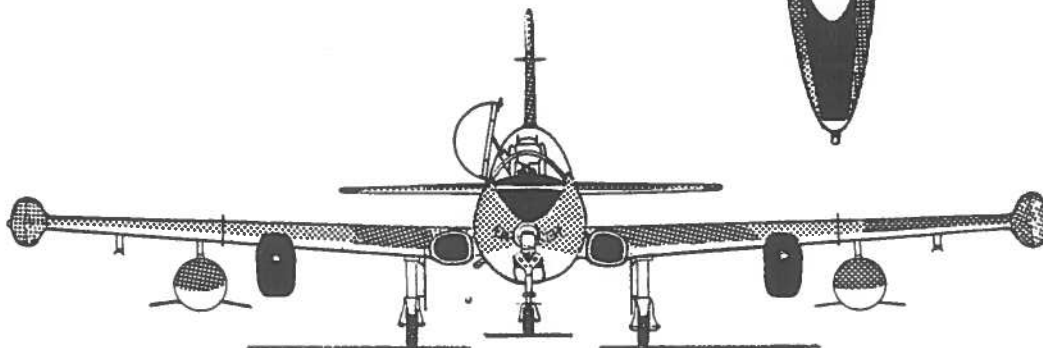
EMBRAER EMB-326GB "XAVANTE"
ARGENTINE NAVY, 1984



4-A-134 Note curtain in rear
seat for IFR training

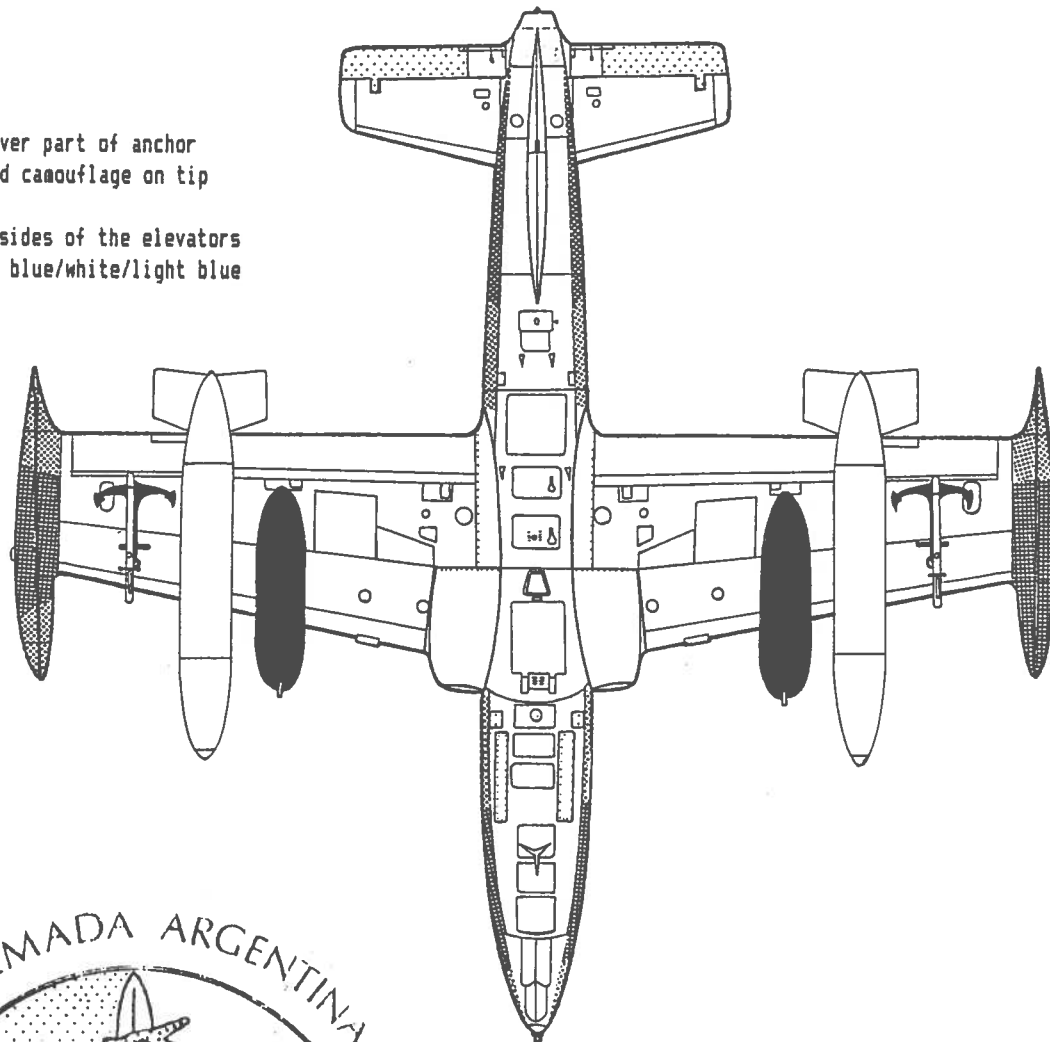


Underwing stores
Two auxiliary fuel tanks and
two DEFA 30-mm gun pods



Note

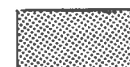
- (1) Pylons cover part of anchor
- (2) Wraparound camouflage on tip tanks
- (3) The undersides of the elevators are light blue/white/light blue



light grey (FS 36473)



sand (FS 30318)



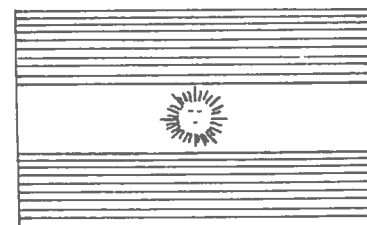
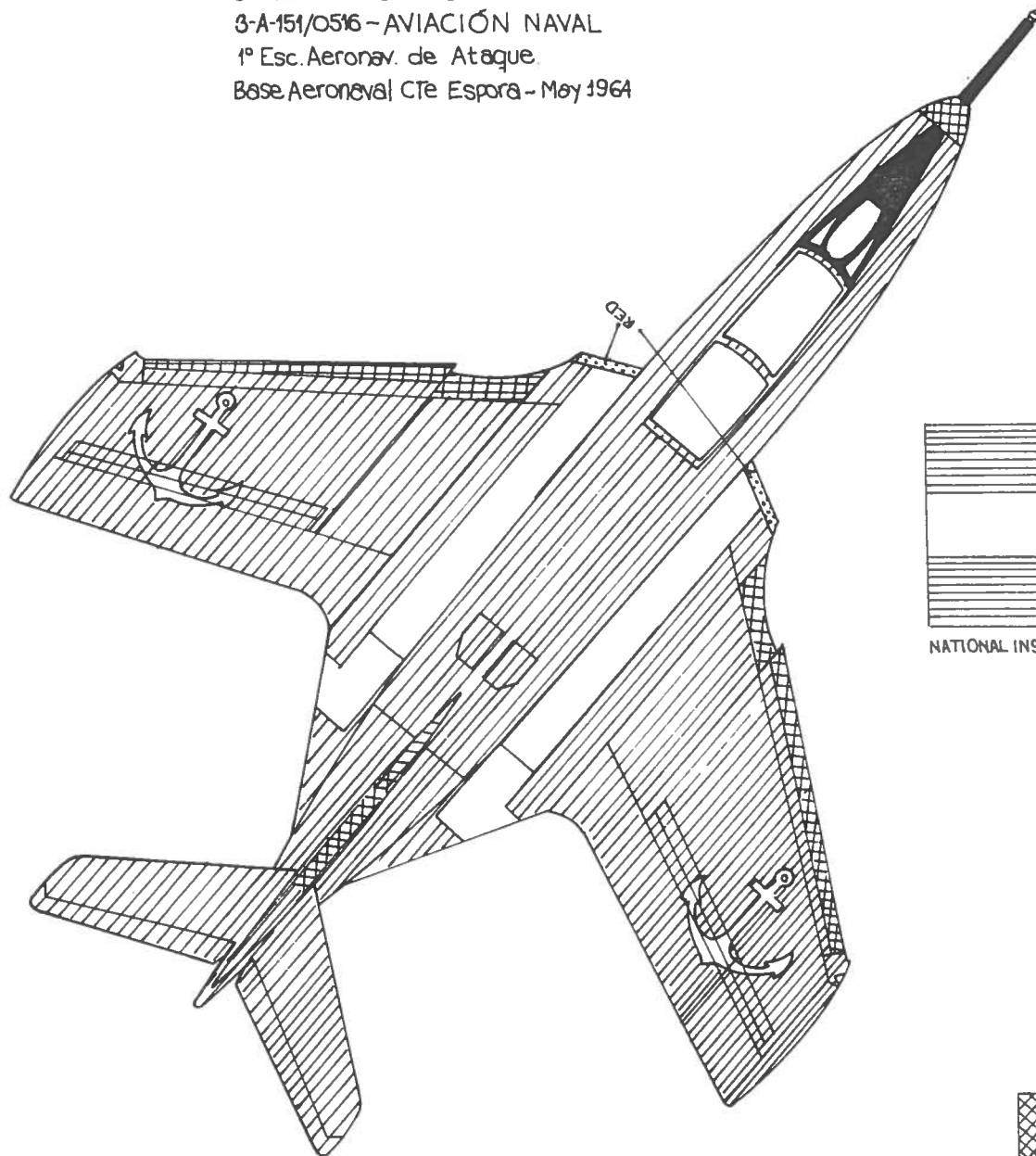
dark green



Unit badge for the 1st Ascuadrilla Aeronaval de Ataque. Carried (without lettering) on the port side under the windshield. Red lion on sword with natural metal blade and yellow hilt. The background is white and light blue with a white outline

All drawings by Alejandro MILANESE-- SAFCH #607

GRUMMAN TF-9J COUGAR
 3-A-151/0516 - AVIACIÓN NAVAL
 1º Esc. Aeronav. de Ataque.
 Base Aeronaval CTe Espora - May 1964



NATIONAL INSIGNIA



ALUMINIUM



GLOSSY SEA BLUE



SKY BLUE



INSIGNIA WHITE

Two Grumman F9F-9T Cougars, 3-A-151 (0516) and 3-A-152 (0517) were delivered to the Argentine Navy in mid-1962. These aircraft were operated as advanced trainers with the 1st Escuadrilla Aeronaval de Ataque. By late 1964 both aircraft were grounded because of lack of spare parts. Aircraft 3-A-152 was scrapped, but 3-A-151 survives as a gate guardian at the Armada Argentine Headquarters in Buenos Aires.

The Aviacion Naval's Cougars were painted overall glossy sea blue with all markings (except as noted) in insignia white.

[Editor's note: These drawings by Jorge Nunez (SAFCH #395) are reprinted from SAFO #14, and they are presented here to provide an interesting scheme for Falcon's Cougar conversion.]

drawing by
 J.F. NUNEZ 7905



THE MALVINAS AIR WAR

FROM THE ARGENTINE POINT OF VIEW: PART 1

The Malvinas (Falkland) War or South Atlantic War between 02.02.82 and 14.06.82 provided the Argentine Republic with the opportunity of recovering the Malvinas Islands which had been occupied by England 150 years earlier. The Argentine Republic, a peripheral Third World Country, was resisted not only by England but also the USA and other NATO countries who declared a boycott of Argentine imports and exports. The USA admitted to helping England in the form of 200 AIM-91 Sidewinder missiles, aviation fuel, ship fuel, and the use of the facilities at Ascension Island at the midpoint of the British supply line. They also supplied satellite information about the positions of Argentine Naval and Army units.

This series of articles presents the Argentine point of view of air war in the South Atlantic in three parts: The first concerns the Argentine aircraft based in the Malvinas; the second will discuss Argentine aircraft based on the Continent; and the final parts will be a general commentary.

Because Argentina is still technically at war with England, the authorities will not release exact dates. Therefore, all dates given in this series are estimates based on the best possible available information.

Argentine Aircraft Based in the Malvinas Islands

There were three bases operation in the Malvinas Islands during the War. Two were operated by the Argentine Air Force: BAM PUERTO ARGENTINO (Port Stanley) and BAM CONDOR (Goose Green); and one operated by the Navy: ARA ISLA BORBON.

Operating from the Air Force bases were IA-58 Pucara, C-103, F-27, F-28, Electra, and Army helicopters. Also operating from the Air Force's bases were Argentine Naval Prefecture helicopters and aircraft. The aircraft operating from the Navy base were the Beechcraft T-34C, MB.339, and a number of IA-58 Pucara.

Argentine Navy: Air Naval Command

1. Macchi MB.339. Three aircraft (4-A-113 to 4-A-115). Brown and dark green camouflage scheme. CAPT Owen Crippa, in 4-A-115, attacked a British frigate with rockets and destroyed the radars. One Macchi put out of action on 29.05.82 at BAM Condor (Gosse Green), another was damaged by bad weather on 03.05.82. The final one was unserviceable because of the lack of spare parts.

2. Sikorsky SH-3D. Based on the aircraft carrier ARA 25 de Mayo. Two (2-H-433 and 2-H-536) were used in April to carry weapons and personnel to the island. Both returned safely to the aircraft carrier.



3. Beechcraft T.34C.1. Same camouflage as MB.339. They were attacked by Sea Harriers but were not damaged. Four destroyed by British Commandos during the night of 15.05.82.

Navy losses: 13 aircraft (4 in combat; 7 by SBS attacks, and 2 w/o by absence of spare parts. (This list includes the Prefecture aircraft discussed below and the Navy Skyhawks to be discussed in Part 2.)

Argentine Navy Prefecture (Coast Guard)

1. Aerospatale SA 330 Puma. Serial PA-12. Damaged by British naval fire on 03.05.82. Not repaired because of the absence of spare parts.

2. Short Skyvan. Two aircraft, PA-53 and PA-54, both in camouflage colors; one with Red Cross insignia. One destroyed by British SBS forces on 15.05.82. The other inoperable because of the lack of spare parts.

Losses: The three aircraft lost are included in the summary of naval losses.



Above: Agusta A-107 'AE-334' of the Argentine Army.
Below: Macchi MB.339 '4-A-110' of the Argentine Navy.
(Both photos taken in 1981 by the author.)

Argentine Army

All aircraft were from Army Air Battallion No. 601 of Campo de Mayo Air Base. There were 21 Army aircraft: 7 SA 330 Puma, 9 Bell UH-1H, 3 Agusta A-109, 2 Boeing Vertol CH-47. All were lost.

1. Aerospatale SA 330 Puma. Seven used. One destroyed at Georgia Island on 02.04.82. One destroyed by Sea Harrier while on a rescue mission 01.05.82. One destroyed by Sea Harrier during attempted rescue of Narwall survivors 11.05.82. One damaged on 21.05.82. Two damaged on 23.05.82. One damaged on 29.05.82 by anti-aircraft fire.

2. Auguata A-109. Three used, AE-332 to AE-334. One destroyed by antiaircraft fire on 23.05.82. One destroyed by antiaircraft fire on 29.05.82. AE-334 captured by British forces.

3. Boeing Vertol CH-47. Two used. One damaged by Harrier on 09.05.82. AE-520 captured.

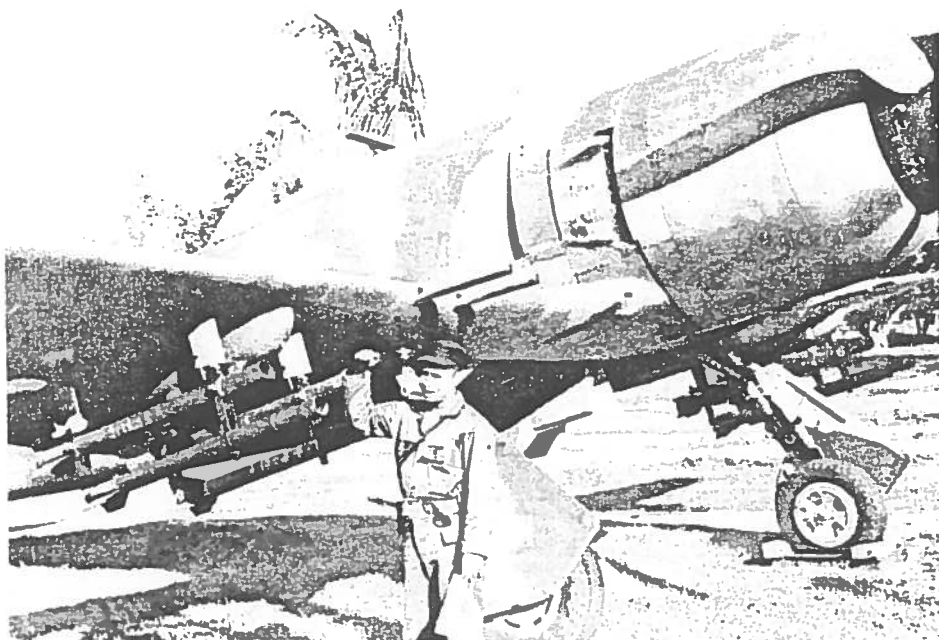
4. Bell UH-1H. Nine used. One damaged by antiaircraft fire 21.08.82. Eight out of service because of the lack of spare parts. One, painted white for ambulance work, was captured.

(Continued on page 56)

AIRCRAFT LOSSES DURING THE BAY OF PIGS INVASION

LIBERATION AIR FORCE, Brigade 2506

Type/Crew	Date	Remarks
1. Beechcraft AT-11	11/3/61	Force down at sea by LT Rafael del Pino in T-33 '709'. Aircraft was dropping anti-Castro propaganda over the town of Marianao; two crew members rescued by USN destroyer.
2. Douglas B-26 "Puma Three" CAPT Daniel Fernandez-Mon KIA NAV Gaston Perez KIA	15/4/61	Shot down by antiaircraft fire during attack on Columbia Air Base.
3. Douglas B-26 "Lion Two" (1) CAPT Crispin Garcia KIA NAV Juan Gonzalez KIA	17/4/61	Cause unknown, but probably a victim of MAJ Enrique Carreras-Rolas in Sea Fury '541'
4. Douglas B-26 "Paloma One" CAPT Raul Vianello KIA NAV Dimitrio Perez Bailed-out	17/4/61	Shot down by CAPT Alvaro Prendes in T-33 '711'
5. Douglas B-26 "Puma Two" CAPT Oswaldo Piedra KIA NAV Jose Fernandez KIA	17/4/61	Shot down by TTE Rafael del Pino in T-33 '703'
6. Douglas B-26 "Puma One" (2) CAPT Jose Crepo KIA NAV Lorenzo Perez Lorenzo KIA	17/4/61	Badly damaged by TTE Douglas Rudd in Sea Fury; crashed in the sea short of its Base
7. Douglas B-26 "Chico Two" CAPT Matias Farias WIA NAV Eddy Gonzalez KIA	17/4/61	Fake 'FAR 935'; shot down by TTE Alberto Fernandez in T-33
8. Douglas B-26 "Mad Dog" MAJ Riley Shamburger KIA NAV Wade Gray KIA	19/4/61	Shot down by CAPT Alvaro Prendes in T-33 '711'
9. Douglas B-26 "Mad Dog 4" CAPT Thomas W. Ray KIA NAV Leo Baker KIA	19/4/61	Shot down by MAJ Enrique Carreras-Rola in T-33 '709'



HAWKER SEA FURY FB 11'541' of the Fuerza Aerea Revolucionaria (FAR). In this aircraft, MAJ Carreras-Rolas destroyed two ships during the Bay of Pigs Invasion. Photo probably taken after the fighting. (Photo: Courtesy of PUCARA via Georg van Rauch)

Type/Crew	Date	Remarks
1. Lockheed T-33 (3) TTE Acosta	15/4/61	Crashed into sea; cause listed as unknown
2. Douglas B-26 CAPT Silva-Tablada Martin Torres Jesus Noa Gonzalez Garrinaga	17/4/61	Shot down by antiaircraft fire while attacking ships
3. Hawker Sea Fury CAPT Carlos Ulloa (Nicaraguan)	17/4/61	Stalled while attempting to attack C-46 or shot down by antiaircraft fire from Brigade ships

(1) Major Carreras is mentioned in reference B as credited on the 17th with the destruction of a Brigade B-26 during his second mission of the morning. This is collaborated in reference C which states the following: "...overhead and from the right rear a B-26 opened fire. The tracers passed just over Carreras cabin. From below and to the left another B-26 attacked. ... Carreras could see both pilot's helmets all too clearly. The first plane passed close under him. Carreras opened fire. The left engine of the B-26 started smoking, the other plane sought refuge behind the friendly fire of the ships." Captain Mario Zuniga and Navigator Oscar Vega, in B-26 "Chino One", were the ones who had fired at MAJ Carreras' Sea Fury, hitting the engine which began to smoke. But Carreras claims he noticed the damage after hitting the "Rio Escondido"; as he climbed, his engine started to fail and trail a little flame. When he returned to base, the mechanics found number one cylinder perforated.

(2) Concerning who badly damaged B-26 "Puma One", reference A states that it was a T-33 flown by CAPT Prendes, but communist sources cite that Prendes was out of ammunition after shooting down "Paloma One", and that

LT Douglas Rudd in his Sea Fury had done the damage and he was about to give the fatal blow when he was stopped by USN A-4 Skyhawks. Nevertheless, "Puma One" never made it back to base.

(3) Reference B states that only 7 Lockheed T-33 were left in Cuba after the fall of the Bastista Government.

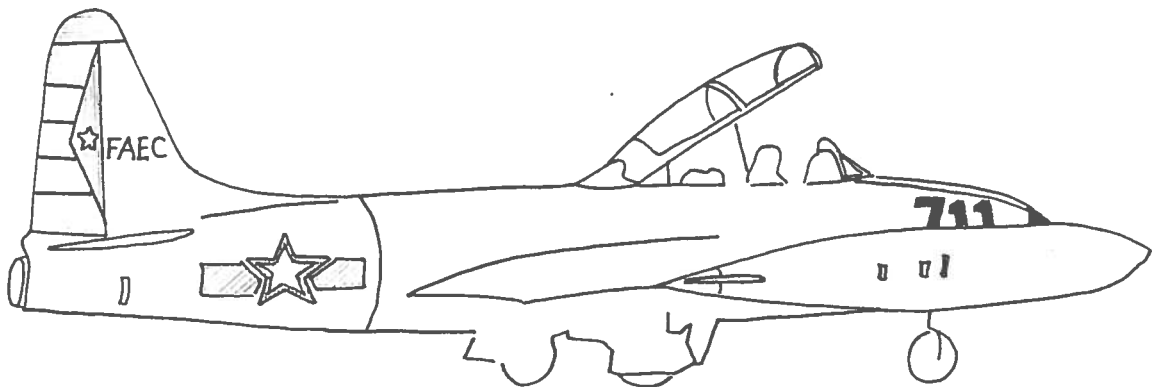
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A. "Operation Puma, The Air Battle of the Bay of Pigs", Edward B. Ferrer, Miami 1975. Pages 147-162, 173-204, and 213-216.

B. "Ananecer en Giron", Rafael del Pino, Havana Instituto Cubano del Libro, Editorial de Arte y Literatura, 1969. Pages 48-54, 57-58, 62-63, and 72-74.

C. "Bay of Pigs, The Untold Story", Peter Wyden, Simon and Schuster, New York 1979. Pages 241, 250-252, and 255.

Santiago A. Flores (SAFCH 588), 569-47-9966, B Trp 3/8 CAV, APO, NY 09028



This drawing is based on a color photo which appeared in the 16 September 1973 issue of "Verde Olivo", the magazine of the Cuban Armed Forces. The caption reads: "A T-33 of the Revolutionary Air Force that fought at Giron".

The aircraft is silver overall with the tip of the fin light grey and what appears to be an olive-drab anti-glare panel. The number '711' and tail lettering 'FAEC' are black. The fuselage insignia is a white star with a red border and blue bars. The rudder insignia consists of a white star in a red triangle with three blue and two white stripes.

Information supplied by Ismael Garcia Llaca (SAFCH #53), Monte Alban 600, Col. Vertiz Narvarte, 03600 Mexico D.F., MEXICO

W-W-1

Aero

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Snippets from SEAR

The following is a summary of information published in SOUTH EAST AIR REVIEW, volume 1984, compiled by Ben Marselis
P.O. Box 5065
2701 GB Zoetermeer - Netherlands

Bangladesh : More Bell 212's are BH969 c/n 30969, BH971 c/n 30971, BH131 c/n 31131 and BH134 c/n 31134.

Belgium : The Mosquito NF.30, Meteor NF.11 and Avro CF-100 were reviewed in the December issue.

Bophuthatswana : Total inventory is as follows:
Helio Courier T-100 c/n 1495 ex ZS-JAR/A2-AAK/N6494V, delivered in Mar82. Helio Courier T-110 c/n 2503 ex ZS-ELJ/N5446E, delivered Mar82. Partenavia P68B T-180 c/n 277-19 ex ZS-LJV, delivered in 83. Partenavia P68B T-190 c/n 241 ex ZS-CAK, delivered Apr82. Alouette III c/n 1659 ex ZS-HKI/C-FTKH/N6183, delivered Oct81. AS.355B T-... c/n 5215 ex ZS-HMF, delivered in 82/83. Alouette 3 T-240 c/n 2360.

Brunei : A complete survey was given in the February issue.

Burma : Bell 205A's are UB6201 to UB6218 c/ns 30186, 30190, 30192, 30194, 30202, 30204, 30219, 30222, 30225 to 30228 and 30241 to 30246. AT33A's 3516, 3519, 3523, 3524, 3526 and 3529 were seen in Mar84, re-serialised from UB521 to -535. Spitfire UB-409 is preserved at Meiktila AFB.

Cameroun : The six Alpha Jets TJ-XBU to TJ-XBZ were delivered in 84. TJ-XBZ was w/o 24Aug84 nr. Obala.

Cape Verde : At least three AN-26's were delivered, two of which are FA-C and FA-R.

Chad : The two C130A's are c/n 3208 ex USAF 57-0501, RAAF A97-208, N4445V plus an ex ANG example. Serial TT-PAA was seen Dec83, tie-up not known.

Chile : The four MDAP-T33's delivered in 64 were 52-9142/9248/9251 and -9385. The Armada received Bell 206's 31 to 34 (c/n's 494 to 497) and c/n's 444, 596 and 1700.

Ciskei : An IAI Westwind 125 serial CA-01 (c/n 107, ex N2021Q, delivered 16May83) is in use.

Colombia : The May issue contains a nearly complete Bell47 story as well as "a" list of FAC-500 series communications aircraft. Twelve A37B's were delivered during 1983 as 2163 to 2174, also refer to Honduras.

Denmark : The Chipmunk is reviewed in the Dec. issue.

Dominican Rep. : SA.365 FAD-3022 c/n 5003 was seen recently. The 12 T34B's received from the USN in 1980 were formerly 140677, 140687, 140717, 140727, 140741, 140743, 140796, 140802, 140824, 140886, 144066 and 144104

Ecuador : The T34C's are FAE014 to -025 c/n's GM-14 to -25 and FAE026 to -029 c/n's GM-32 to -35. Bell 47G's include c/n 210, 746, 749, 2212, 2746 and 2749.

El Salvador : The following ex-MASDC C47's were del. mid-70's: 43-4905, 44-76378, 44-77202, 44-77214. Ouragans 709 and 716 were seen Aug83 at Llopango. Three T41D's are 95 to 97, c/n R172-0618 to -620 ex 76-1608 to -1610 resp., delivered in Nov77.

Finland : BAe Hawks are HW301 to HW350, c/n's 312198 to 312247.

Gabon : Four Mirage 5G and two Mirage 5DG were delivered in May84, ex embargoed-LARAF aircraft!

Greece : ex WGAF F104G's delivered until now include 2188 c/n 7057, 2229/7106, 2270/7151, 2289/7172, 2292/7175, 2293/7176, 2300/7183, 2321/7205 and possibly 2479/8229. TF104G's include 2707 c/n 5708, 2731/5733 and 2828/5958. The F84F is reviewed in the September issue. Ex-WGAF DO-28's identified so far are 4087 ex 5812, 4123 ex 5848, 4094 ex 5819, 4097 ex 5822, 4120 ex 5845, 4131 ex 5856, 4082 ex 5807, 4100 ex 5825 and 4138 ex 5863, serials are c/n's.

Guatemala : Fokker F27's are/will be TG-AIA c/n 10111, TG-AEA c/n 10179, TG-ADA c/n 10261, TG-AFA c/n 10493 and TG-ACA c/n 10270. Serials for the later two are 1093 and 1467 resp.

Guinea-Bissau : received an ex-WGAF Alouette II.

Honduras : ex-USAf A37B's 1014 to 1017 were seen in Sept84 in USA. Candidates for 1006 to 1012 and the twelve Colombian A37B's supplied last year and additional A37BB's for El Salvador are 87912, 87951, 96366, 96383, 96387, 96425, 01288, 01290, 01305, 31058, 31086, 31106, 31107, 31113, 31115, 68-10816, 68-10818, 71-1413, 71-1414, 31067, 31071, 31075, 31083 and 31105.

The three ex-US Army UH-1B's delivered in 77/78 were 63-8532, 64-13911 and 64-13943. Five C47D's delivered mid-75 were 43-16373, 43-48485, 43-48717, 44-76395 and 45-1009

The training serials range appears to be 200 to 211 T-6, 212 to 216 T-28, 217 to 221 T41D, 226 to 235 TT-28.

Indonesia : BAe Hawk T.53's are LL-5301 to LL-5320, of which LL-5302 was w/o 17Sep81, LL5307/5308 collided 17Jun81 and another one was w/o 23Oct81.

Iran : 15 Pilatus PC6B's were delivered, these being s/n "1" to "15" c/n's 825 to 839 with ferry regs. HB-FHV to -FHY and HB-FIA/B/C/D/F/G/H/I/K/L/N resp.

Jordan : Fifteen F5's, believed 13 F5A's and 2 F5B's were sold to Greece and delivered in Nov83. These were survivors of 20 F5A's and 2 F5B's that were delivered from Iran to Jordan in 1974.

Kenia : BAe Hawk T.52's are 1001 to 1012 c/n's 312178 to 312189, test flown as G9-454 to -465 resp., while 1001 also carried RAF ZB609.

Kuwait : BAe Hawk T.64 are 140 to 151, c/n's 312267, 312272, 312284, 312280, 312282, 312283, 312300, 312302, 312303, 312304, 312306 and 312266 in order. Kuwait tries to sell its remaining 29 (out of 36) A4's.

Lesotho : This small air arm (currently 13 aircraft) is reviewed in the September issue.

Nigeria : Jaguars seen in the U.K. so far are duals 700 to 704 (Class-B reg. G27-387 to -391 resp.) and singles 705 to 710 (G27-392 to -397 resp.). The three lynx are 01-F89 c/n 291 (ex G17-14, G-BLEM, ZE-408), 02-F89 c/n 312 (ex G17-15, G-BLFG) and 03-F89 c/n 313 (ex G17-16, G-BLFH).

North Yemen : 3 Fokker F27's were received in 84, these being c/n 10110 ex TS-LVA, 10118 ex TS-LVB and 10119 ex TS-LVC. Serials 204 and 206 were seen, tie-up unknown.

Pakistan : The Army received Bell 206B's 1618, 1621, 1636, 1794, 1799, 1800, 1807, 1808, 1834, 1835 and 3380 at least, c/n's are s/n's.

Peru : The Navy appears to be copying the FAP-system as the following re-issued serials were seen on S-26's in 83: AA-543/153563, AA-544/152842, AA-545/153560 and AA-549/151662. T41D's include 400 to 408 c/n R172-0564 to -0572 at least plus 419, 420, 441, 442, 443. Total batch was c/n R172-0564 to -0603!

Portugal : 27 A7A's were used by LTV to produce 20 A7P's. Serials for the 27 a/c are 152659, 152667, 152678, 152682 153140, 153144, 153152, 153157, 153170, 153184, 153188, 153190, 153194, 153199, 153200, 153215, 153219, 153221, 153228, 153237, 153244, 153248, 153250, 153261, 153272, 154352 and 154360. They all came from MASDC in 1980.

Singapore : 30 UH-1B's were received during late 78 serials run from 250 onwards but some aircraft were used for spares only. Before that 17 new UH-1H's had been received, serialised 224 to 228, 232 to 237 and 244 to 249.

Somalia : The 8 ex UAE/Abu Dhabi Hunters and four Islanders were seen late 1983 at Mogadishu. Also three Vampires were seen (details anyone?).

South Korea : The following ex SNVAF A37B's were passed on to the ROKAF via MASDC in 76/77: 67-14811/14817/14822, 68-7934/7938/7939/7959/7960/7961/7964/10781/10795/10797/ 10820/10821/10823, 69-6336/6341/6362/6391/6433/6440, 70-1277/1280/1297, 71-0794/0835. 25 ex-MASDC UH-1B's were received in 77. The S-2E's received in 81 were 149886, 151644, 151653, 152371 and 152373. Two Navy Bell 2006B are c/n 1171 and 1175. Bell 212's are c/n 30832, 30833, 30505, 30507 plus Bell 412's c/n 33026, 33027 and 33028.

Sudan : Six Strikemasters were received, these being 141 c/n 369 (ex G16-28, del. Nov83), 142 c/n 370 (ex G16-29, del. Nov83), 144 c/n 371 (ex G16-32, del. Dec83), 145 c/n 372 (ex G16-31), G-BIDB c/n 367 and G-BIH2 c/n 368. Serials for the latter two unknown. A B&W photo of F5E 208 (ex 84-0194) appears in the August issue.

Switzerland : More than 300 PC-7's have been produced until now and the May issue contains a production list.

Thailand : Thailand is reported to have received AU23A Peacemakers 72-1304/1305/1306/1308 and -1310 to -1318.

Taiwan : F104D's received in 75 were 57-01315/1316/1318/1319/1321 and -1326. In the same year 25 ex-MASDC T-33's were received as well as 18 S-2E's. The F5 serials are reviewed in the November issue.

Tunisia : Six F5E and six F5F were delivered in 84/85. Known ones are F5E's Y92501/IE ex 82-00634, Y92503/IF ex 82-00635 and F5F's Y92502/IA ex 82-00640, Y92504/IB ex 82-00641, Y92506/IC ex 82-00642, Y92508/ID ex 82-00643, while F5E/F 82-00638/00639/00644 were delivered in Feb85. The twelve F86F's delivered in 1969 were ex JASDF 62-7444/7439/7440/7485/7530/7531/7472/7482/7495/7532/7534/7535 ex USAF 55-3828/3833/3834/3887/3938/3944/3904/3909/3924/3945/3947/3949 resp. No local serials are known.

Turkey : In 1979 five S2E's were received ex-MASDC, these being 151663, 151668, 151679, 152368, 152813. A T38A was shot down over Iraq 14sep83.

UAE : Abu Dhabi Hawks T.63 are 1001 to 1016. The first four were delivered in Oct84. Dubai Hawks T.61 are 501 to 508, all of which were delivered in 83. Dubai MB.339's are 431 and 432 and possibly another two (433 and 434?).

Uruguay : 25 ex-USN T34B's were received circa 1978, serialised 660 to 684. The four UH-1B 060 to 063 are 60-3565, 61-0703, 61-0713 and 62-2105 resp. 062 was w/c 30Mar83. Bell 212 030 and 031 are c/n 31157 and 31158.

Venezuela : Three F16A serials are 0051, 1041 and 8651. A survey of Guardia Nacional serials is given in the April issue. Two UH-1H were 71-20136 and -20137.

Zambia : Bell 47G's are AF719 to AF731 c/n's 2547 to 2559 in order, delivered in 77/78.

Zimbabwe : The October issue contains a review of this air arm, or what is left of it. Hawk T.60's are 600 to 607, c/n's 312248 to 312255 resp.

General : The May issue contains a production list for the BAC Strikemaster. The September issue contains a production list for the Bulldog and for the Piaggio P166 from c/n 379 onwards.

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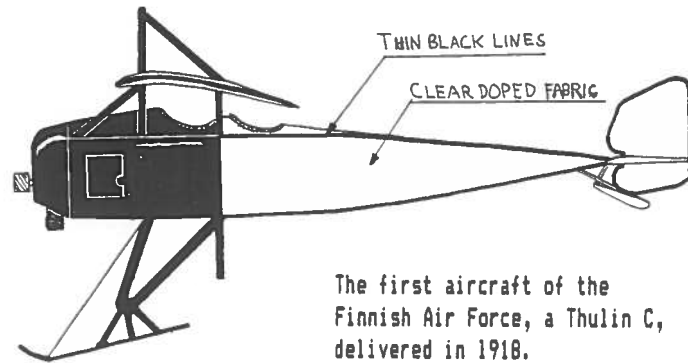
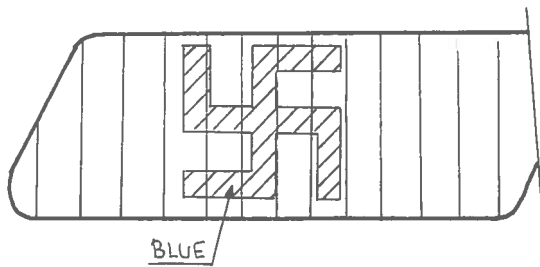
"When one studies the armed forces of the third world, one must study the third-world nations and have at least a minimal background in the history of any nation which is of interest. The following table gives the date of independence for countries that have become independent since 1943. I have found this very useful, and I am offering it to the readers of the SAFO. The source is the federal government publication 1983 0 - 413-763 QL 3."

Algeria	05/07/62	Maldives	26/07/65
Angola	11/11/75	Mali	22/09/60
Antigua & Barbuda	01/11/81	Malta	21/09/64
Bahamas, The	10/07/73	Mauritania	28/11/60
Bahrain	12/08/71	Mauritius	12/03/60
Bangladesh	04/04/72	Morocco	02/03/56
Barbados	30/11/66	Mozambique	25/06/75
Belize	21/09/81	Nauru	21/01/68
Benin	01/08/60	Niger	03/08/60
Bhutan	/49	Nigeria	01/10/60
Botswana	30/09/66	North Yemen	13/06/74
Burma	04/01/48	Pakistan	14/08/47
Burundi	01/07/62	Papua New Guinea	16/09/75
Cameroon	01/01/60	Philippines	04/07/46
Cape Verde	05/07/75	Qatar	03/09/71
Central African R.	13/08/60	Rwanda	01/07/62
Chad	11/08/60	Saint Lucia	22/02/79
Comoros	31/12/75	Sao Tome & Principe	12/07/75
Congo	15/08/60	Senegal	20/08/60
Cyprus	16/08/60	Seychelles	28/06/76
Djibouti	27/06/77	Sierra Leone	27/04/61

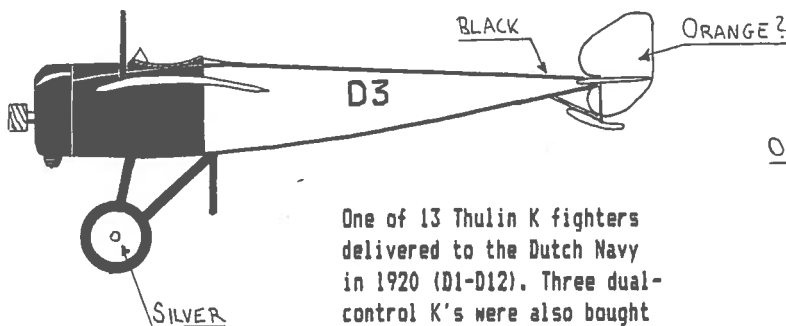
Dominica	03/11/78	Singapore	09/08/65
Equatorial Guinea	12/10/68	Solomon Islands	07/07/78
Fiji	10/10/70	Somalia	01/07/60
Gabon	17/08/60	Sri Lanka	04/02/48
Ghana	06/03/57	St. Vincent & The Grenadines	27/10/79
Grenada	07/02/74	Sudan	01/01/56
Guinea	02/10/58	Suriname	25/11/75
Guinea-Bissau	10/09/74	Swaziland	06/09/68
Guyana	26/05/66	Syria	01/01/44
Iceland	17/06/44	Tanzania	09/12/61
India	15/08/47	Togo	27/04/60
Indonesia	28/12/49	Tonga	04/06/70
Israel	15/05/48	Trinidad & Tobago	31/08/67
Ivory Coast	07/08/60	Tunisia	20/03/56
Jamaica	06/08/62	Tuvalu	01/10/78
Jordan	22/03/46	Uganda	09/10/62
Kampuchea	08/11/49	United Arab E.	01/12/71
Kenya	12/12/63	Upper Volta	05/08/60
Kiribati	12/07/79	(Burkina-Faso)	
Korea	15/08/48	Vanuatu	30/07/80
Laos	19/07/49	Vietnam	08/03/49
Lebanon	22/11/43	Western Samoa	01/01/62
Lesotho	04/10/66	Yemen	30/11/67
Libya	24/12/51	Zaire	30/06/60
Madagascar	27/06/60	Zambia	24/10/64
Malawi	06/07/64	Zimbabwe	18/04/80
Malaysia	31/08/57		

William R. Cook (SAFCH #677), 181 Hazelhurst Ave., Syracuse, NY 13206

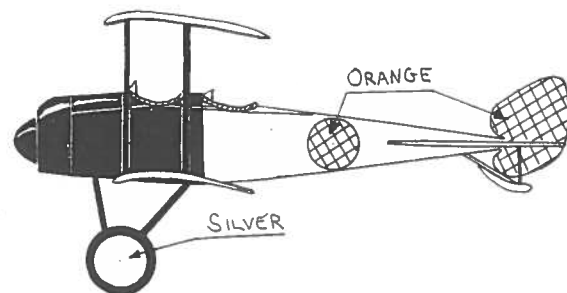
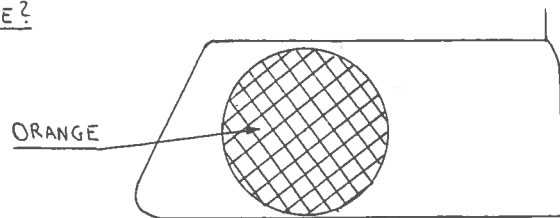
SWEDES AT HOME AND ABROAD



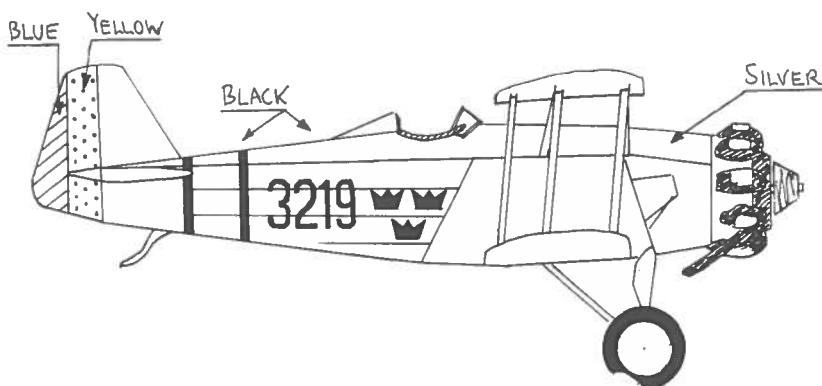
The first aircraft of the Finnish Air Force, a Thulin C, delivered in 1918.



One of 13 Thulin K fighters delivered to the Dutch Navy in 1920 (D1-D12). Three dual-control K's were also bought (B1-B3).

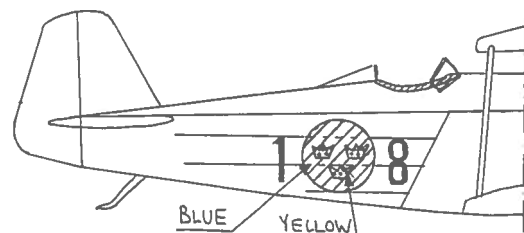


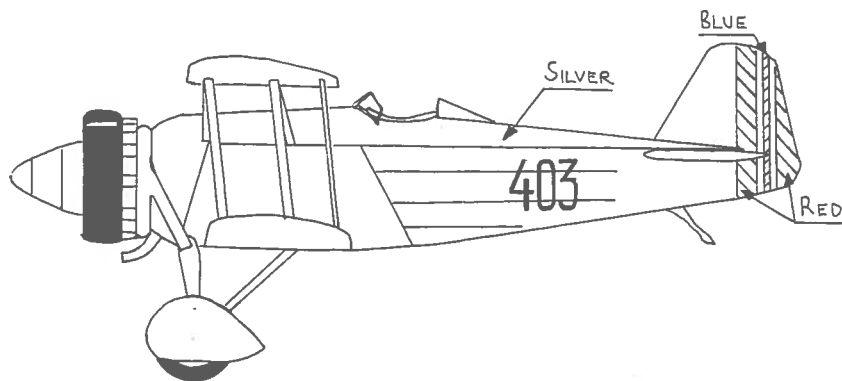
One of 10 Thulin LA's delivered to the Dutch Navy in 1920. Codes were C1-C10.



Post-1937 markings on an aircraft of F1.

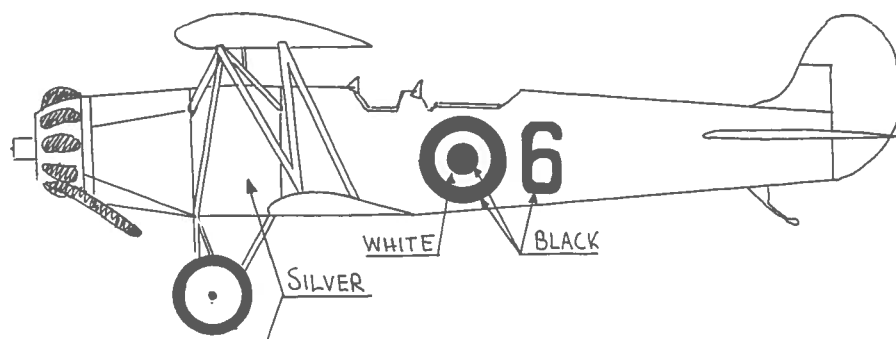
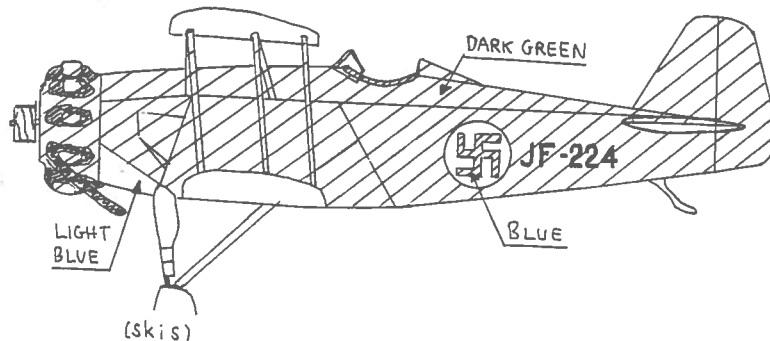
J65 Svenska Aero Jaktfalk of F3, Swedish Air Force, in pre-1937 markings. The two black bands indicate the Commander of 3rd Group, 1st Squadron.





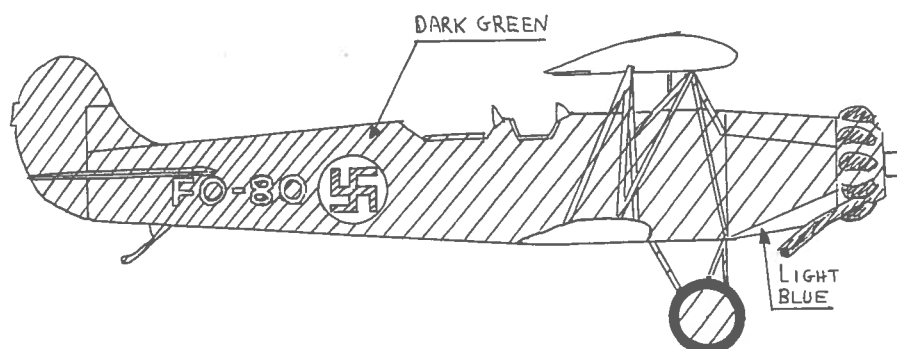
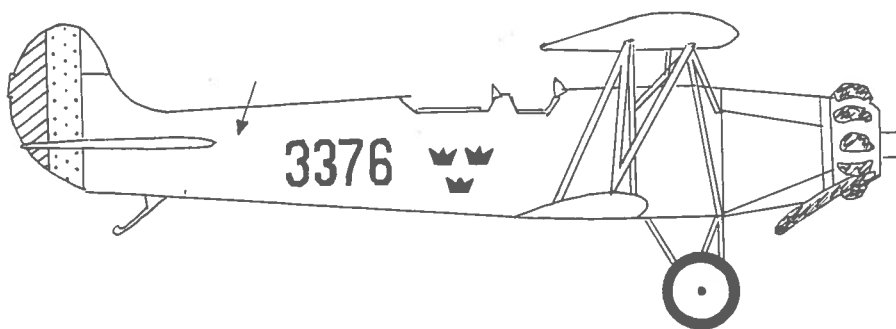
The single Jaktfalk sold to Norway in 1932.

One J6A (JF-219) and two J6B (224 & 228) were sent to Finland in 1940 to be used as trainers.



S6 Fokker C.VE in special exercise markings.

S6 in standard pre-1937 markings.



Three S6B's went to Finland as FO-19, 23, & 80 in 1939 or 1940.

Lennart Andersson
Z-80

Type	c/n	Ordered	Built by	Swedish Navy s/n	Delivery
S.I		4.21 *	Ca/TDS	31	11.21
"		2.22	Ca?/SvA/TDS	32	10.22
"		"	He?/SvA/TDS	33	5.23
"		"	"	34	"
"		"	"	35	10.23
"	O	9.22	SvA/TDS	36	6.23
"	P	"	"	37	7.23
"	Q	"	"	38	8.23
"	R	"	"	39	.23
"	S	"	"	40	"
"	T	"	"	41	"

HE.1 202-211 Heinkel **

S.II		10.23	SvA	42	7.24
"		"	"	43	"
"		"	"	44	1.24
"		5.25	"	45	7.25
"		7.25	(SvA)He?	46	5.26

HE 4	246	He(SvA?)	47	6.26
"		SvA ***		11.26
"		"		"

Ca = Casparwerke; He = Heinkel Flugzeugwerke; SvA = Svenska Aero; TDS = Torpeddepan i Stockholm (Naval Workshop)

* Including license rights for 10 aircraft.

** Ordered secretly from Heinkel by German Navy in 1923. Shipped to SvA for storing. Export license for "Brazil" on 4.5.23 not used. One to Germany probably 8.2.26, 9 circa 6.26. Registered to Severa GmbH.

*** Both aircraft exported to Latvia.

Lennart Andersson (SAFCH #68), Liljeg 9A, S-752 24 Uppsala, SWEDEN

"I would like to correct two errors I made in my letter that was published in SAFO #26. The c/n for the ten HE-1 exported from Sweden to Germany should read 202 to 211 (Source: Ries, Reherchen zur Deutschen Luftfahrzeug-rolle). It should be noted that these aircraft were not registered in the order of their c/n. The other error concerns the Norwegian civil W.33 N-48 which was ex F.52 and not F.53 (the Norwegian Navy used only even s/n).

"I have received a letter from Lennart Andersson (Editor's note: Lennart's letter appears elsewhere in this issue) which contains some surprising information. He says that the ten HE.1 c/n 202-211 were actually built by Heinkel, exported to Sweden, and returned to Germany after three years. The Swedish sources I used gave me the impression the these aircraft were built by Svenska Aero, but since I know Lennart is a serious researcher he is probably correct.

"The list Lennart provided seems accurate. My information comes from the records cards for the individual aircraft available at the Krigsarkivet, Stockholm. From the information on these cards I can add the following: s/n 32 was built by TY (the workshop part of TDS) and delivered to TDS 15.9.1922. The same applies to s/n 33-35 which were delivered 1.11.1922, 15.11.1922, & 1.1.1923 respectively. Possibly Sv Aero built the parts and TY assembled them. I would not call s/n 42-46 S.II since by the time they were produced Casper was out of the picture in Sweden and I doubt whether Heinkel would have called them S.II at that time. HE.2 seems more correct to me. Concerning s/n 46: the record card states that the aircraft was ordered from Sv Aero but delivered to TDS by Flottans Varv (ex TY) 18.4.1926.

"Sorry about the errors. I'll try to be more careful next time."

Stig Jarlevik (SAFCH #316), Blasutgatan 6, S-414 56 Goteborg, SWEDEN

Serial	c/n	Remarks	Serial	c/n	Remarks
SF-1	91-347	wo 610314	SF-19	91-365	wo 760723
-2	-348	to museum	-20	-366	wo 660607
-3	-349	to museum	-21	-409	to OH-SFL
-4	-350	to OH-SFF	-22	-410	to OH-SFP
-5	-351	to museum	-23	-411	wo 760723
-6	-352	to OH-SFI	-24	-412	to OH-SFJ
-7	-353	(1)	-25	-413	(6)
-8	-354	to museum	-26	-414	wo 730412
-9	-355	(6)	-27	-415	(6)
-10	-356	wo 720616	-28	-416	wo 640401
-11	-357	wo 730629	-29	-417	to SE-IKR (3)
-12	-358	wo 590626	-30	-418	wo 690618
-13	-359	to SE-IKI	-31	-440	to OH-SFB (4)
-14	-360	to OH-SFS	-32	-441	to OH-SFK
-15	-361	wo 610330	-33	-442	(6)
-16	-362	to OH-SFN	-34	-443	to OH-SFD (4)
-17	-363	to SE-IKK	-35	-444	to OH-SFE (4)
-18	-364	(2)	-36	-246	ex OH-SFA (5)

(1) To FAF Technical School, Halli. (2) To FAF Technical School, ?. (3) Via OH-SFG. (4) Border Guard. (5) Bought from KAR-AIR in 1963 (a B-type converted to a C-type); to Rovaniemi Technical School. (6) Not yet registered

Ordered in batches of 20, 10, and 5. Delivered 1958-62. Finnish source mention all as D-types, but Swedish sources say that SF-1 to -20 were C-types. Comments? All wfu in the spring of 1982 and sold at auction October 1982

Martti Kuivalainen, Pohjolankatu 36-38 A 1, 96200 Rovaniemi 20, FINLAND

SWEDISH AIR FORCE TRANSPORT AIRCRAFT UPDATE

SwAF Designation	Type	Number
Tp 80	Avro Lancaster B MkI	1
81	Grumman Goose	1
82	Vickers Varsity	1
83	Hunting Pembroke C Mk52	16
84	Lockheed Hercules C-130E/H	8
85	Aerospatiale Caravelle III	2
86	Rockwell Sabreliner CT-39E	2
87	Cessna 404	2
88	Swearinger Metro III	1

Tp 80-83 wfu; Tp 87 & 88 leased; Tp 78 designation has been re-used for SwNavy Cessna 404; Tp 78 was Noorduyt Norseman (3 a/c).

Lars Olausson (SAFCH #361), Box 142, S-530 32 Satenas, SWEDEN

MALVINAS AIR WAR - THE ARGENTINE POINT OF VIEW (Continued from page 32)

Argentine Air Force

1. IA-58 Pucara. Nineteen used in the Islands. Fourteen destroyed. Three damaged by Sea Harrier attack on Goose Green on 01.05.82; TTE Jusick was killed in this attack. Nine damaged by British SBS attack on 15.05.82. Two damaged by Blowpipe missiles at Goose Green from 27 to 29.05.82. Aircraft destroyed include A-512, A-514, A-517, A-528, and A-533. A-515 captured by the British and tested in England as ZD 485.

2. Boeing Vertol CH-47. Two used (H-91 and H-92). Both returned safely to the Continent.

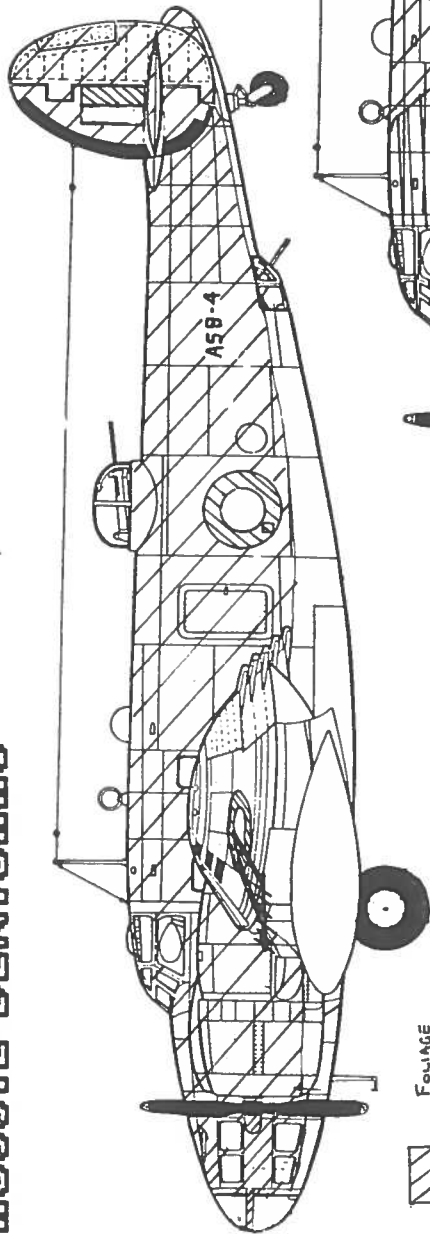
3. Bell 212. Two unserviceable because of the lack of spare parts. Both were captured. Serials probably H-87 and H-88.

4. Cessna 182. Two used in the Malvinas. Both probably returned to the Continent.

Felix B. C. Pazo (SAFCH #436), Parana 224-4°"17", 1017 Buenos Aires, ARGENTINA

RUSSIE VENTURAS

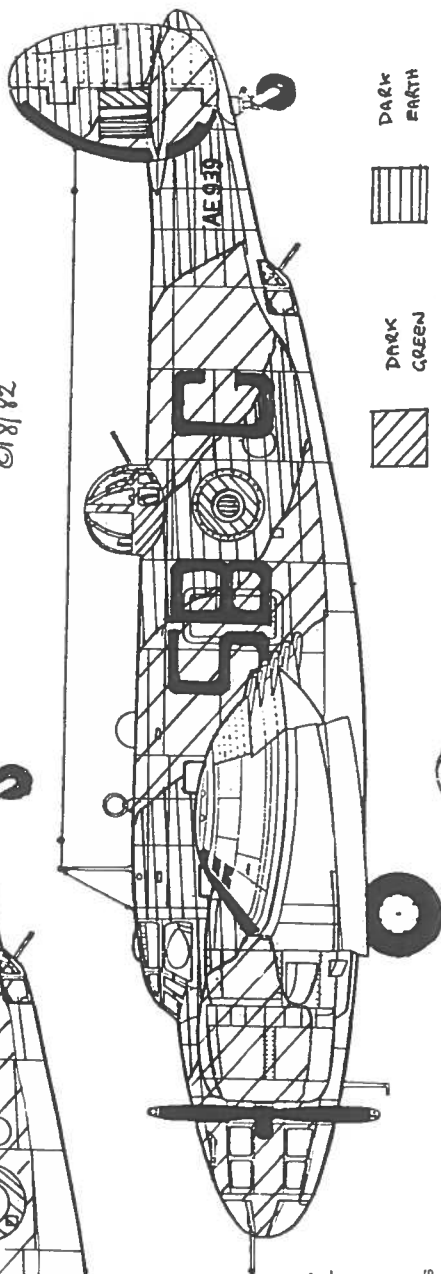
B-34 Lexington, A59-4, 1 APU (#1 Aircraft Performance Unit, the predecessor of ARDU), Laverton, 1943.
Upper surfaces: foliage green. Lower surfaces: light grey. Black serial numbers. Insignia: blue & white roundels in 6 positions and blue & white fin flash on both sides of fins. (N.B. ASV radar aerials under wings.)



FOLIAGE
GREEN

Ventura II, AE939, SB-G, 464 Squadron, Dec. 1942.
Upper surfaces: dark green and dark earth camouflage. Lower surfaces: sky (duck egg blue). Black: serial numbers, propeller hub, & de-icing boots. Light grey: squadron codes. Insignia: 'B'-type roundels on upper surfaces of wings, 'Ci'-type roundels on fuselage, and 'C'-type fin flash. (N.B. No roundels on lower surfaces of wings.)

MM
© 8/82

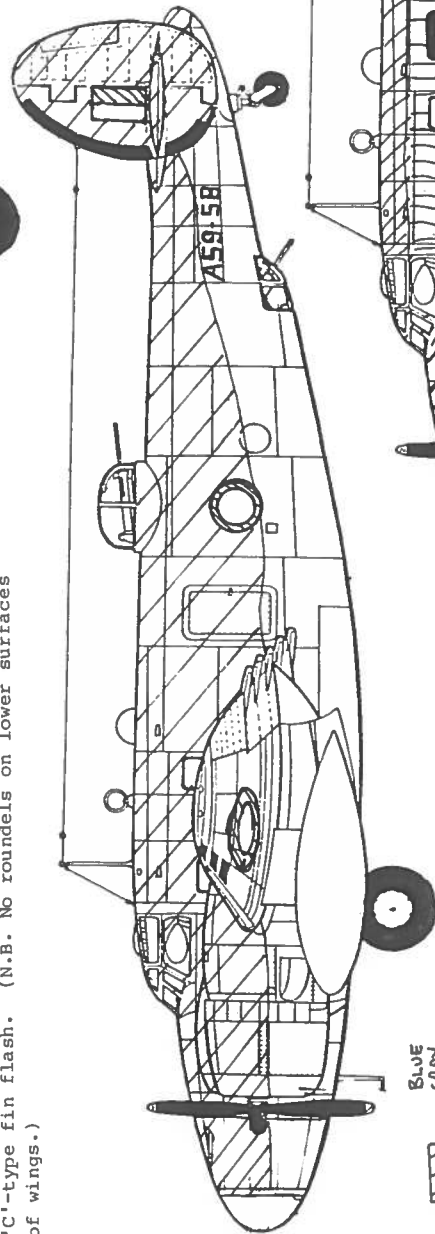


DARK
GREEN

DARK
EARTH

PV-1 VENTURA, A59-58, 13 Squadron, 1943.

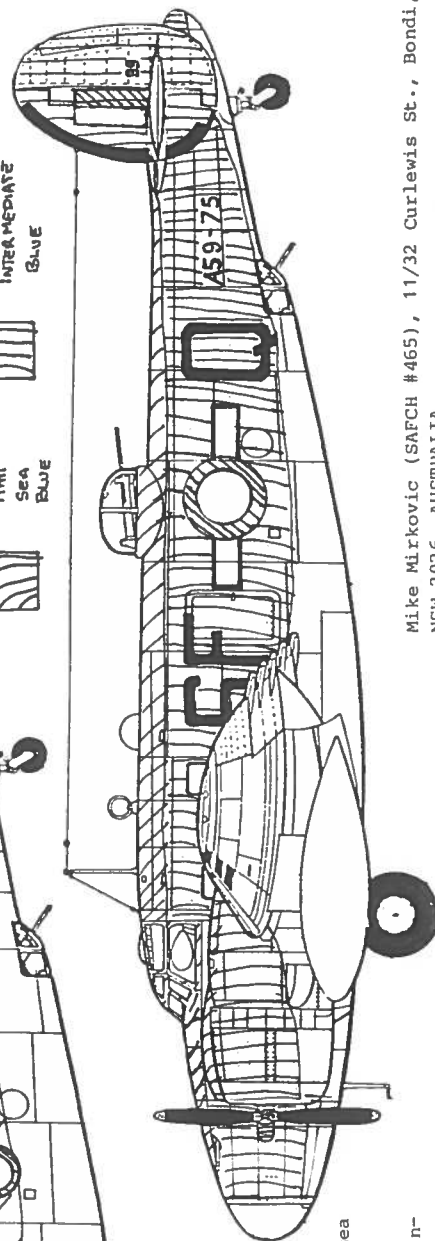
Upper surfaces: blue grey (ANA 607 USN). Lower surfaces: light grey. White: serial numbers. Black: propeller hub. Insignia: as A59-4.



BLUE
GRAY
ANA
607

SEMI-
MATT
SEA
BLUE

INTERMEDIATE
BLUE



PV-1 Ventura, A59-75, SF-Q, 13 Squadron, Oct. 1944.

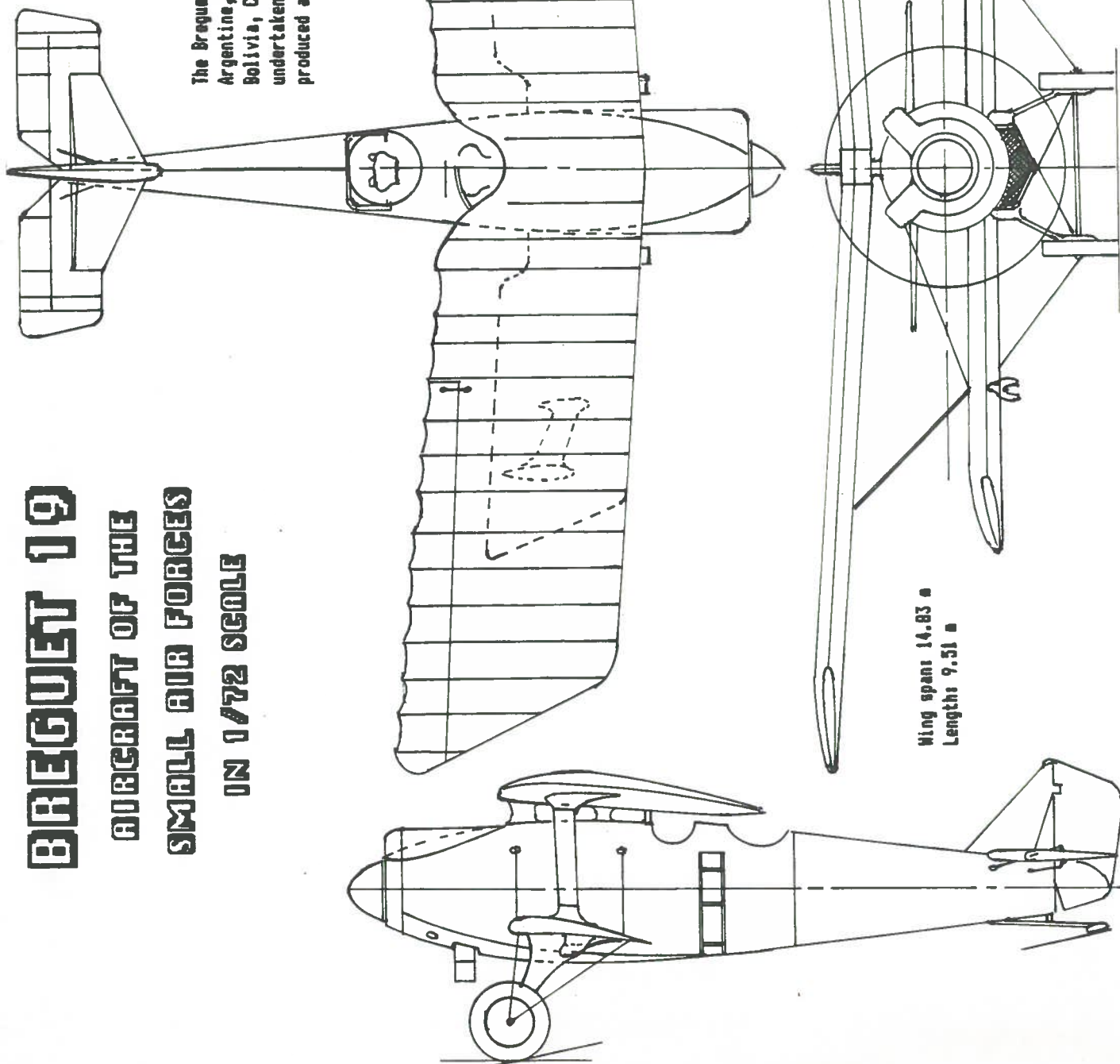
Upper surfaces: standard USN camouflage (semi-matt sea blue & intermediate blue). Lower surfaces: off white. Light grey: squadron codes. Black: serial numbers. White: '99' on fin. Insignia: as above but without roundels on under surfaces of the wings.

Mike Mirkovic (SAFCH #465), 11/32 Curlew St., Bondi, NSW 2026, AUSTRALIA

BREGUET 19

AIRCRAFT OF THE
SMALL AIR FORCES
IN 1/72 SCALE

The Breguet 19 was used by France, Poland, Serbia, Argentina, Belgium, Greece, Turkey, Croatia, Yugoslavia, Bolivia, China, and Persia. Licence production was undertaken in Belgium, Yugoslavia, and Spain. The 19 was produced as the 'A2' observation and 'B2' bomber versions.



Wing span 14.83 m
Length 9.51 m

Wayne A. Denny (SAFCH 0422), 5113 Gaviota Ave.,
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